

Issue 206

24 February 1996

# CBW

**Coach and Bus Week**

The PSV industry's news weekly



## DID VIDEO TRAP BOMBER?

### On-bus camera may hold evidence



**SCRAP OUTSIDE LANE BAN**  
Campaign to end trial after  
two years **Page 12**



**ARE THEY SITTING SAFELY?**  
Seatbelts and seats special  
feature **Page 27**



**ITALIAN STALLION TESTED**  
Inside story on the Fiat  
Ducato/Devon **Page 38**



**MADE FOR MESSENGER**  
First Premieres for Cumbrian  
operator **Page 41**



## **Mann & Hummel**

Who are original equipment filter suppliers to the major European Bus Manufacturers, have appointed Filtration Control Limited as their first distributor for the UK Bus Industry.

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**PARTS STOCKISTS:  
BOVA, VAN HOOL  
TOYOTA OPTIMO**

### **1994 (September) MAN 11.190 CAETANO ALGARVE II**

35 recliners, grey/red/blue moquette, double glazed tinted side windows, curtains, courier seat, continental door, power entrance door, finished duo blue.  
**M.O.T. AUGUST 1996**

### **1994 VOLVO B10M VAN HOOL ALIZEE-HE 12M**

49/53 recliners, centre sunken demountable toilet, continental door, double glazed tinted side windows with roller blinds, wired TV/video, finished white.  
**M.O.T. OCTOBER 1996**

### **1993 VOLVO B10M PLAXTON PREMIERE 350 12M**

53 recliners, red/black stripe moquette, rear continental door, double glazed tinted side windows, courier seat, power entrance door, finished white/orange.  
**M.O.T. SEPTEMBER 1996**

### **1993 DENNIS JAVELIN CAETANO ALGARVE II 12M**

53 recliners, beige/brown moquette, double glazed tinted windows, curtains, courier seat, power entrance door, finished duo blue.  
**M.O.T. JANUARY 1997**

### **1991 (AUGUST) LEYLAND SWIFT REEVE BURGESS HARRIER**

37 seats, brown/orange moquette, power entrance door, finished white  
**M.O.T. JULY 1996**

### **1991 TOYOTA CAETANO OPTIMO**

21 seats, brown moquette, courier seat, curtains, power entrance door, speed limiter, finished white/green/gold.  
**M.O.T. JANUARY 1997**

### **1990 DAF SB3000 VAN HOOL ALIZEE-DH 12M**

51/53 recliners, re-trimmed brown graffiti moquette, centre sunken demountable toilet, continental door, double glazed tinted windows, curtains, courier seat, provision for driver's berth, water boiler, wired TV/video, low driving position, finished cream/brown.  
**M.O.T. NOVEMBER 1996**

### **NEW for '96**

VOLVO B10M VAN HOOL ALIZEE

VOLVO B9M VAN HOOL ALIZEE

BOVA FUTURA FHD 12.330

BOVA FUTURA FLD 12.270

BOVA FUTURA FLC 12.275

*Discuss your  
requirements now!*

### **1989 (August) LEYLAND TIGER 260 DUPLÉ 320 12M**

53 recliners, brown/orange moquette, double glazed tinted side windows, pull-down blinds, power entrance door, TELMA retarder, chassis autolube, finished all white.  
**M.O.T. SEPTEMBER 1996**

### **1989 (October) DAF DKFL VAN HOOL ALIZEE-H 12M**

51 recliners, beige/brown/orange moquette, courier seat, centre sunken toilet, continental door, double glazed tinted side windows, curtains, water boiler, power entrance door, TELMA retarder, wired TV/video, finished white/green/red.  
**M.O.T. MARCH 1996**

### **1989 VOLVO B10M VAN HOOL ALIZEE-H 12M**

52 recliners, brown/orange moquette, courier seat, tinted side windows, power entrance door, finished white/blue.  
**M.O.T. FEBRUARY 1996**

### **1989 BOVA FUTURA FHD 12-290 INTEGRAL 12M**

49/53 recliners, red/grey moquette, centre sunken demountable toilet, continental door, double glazed tinted windows, curtains, courier seat, water boiler, Webasto, wired TV/video, power entrance door, finished all white.  
**M.O.T. AUGUST 1996**

### **1988 VOLVO B10M VAN HOOL ALIZEE-SH 12M**

49 recliners, orange/brown/red moquette, o/s rear toilet, continental door, servery, drinks machine, fridge, double glazed tinted side windows, driver's berth, power entrance door, finished duo blue.  
**M.O.T. NOVEMBER 1996**

### **1988 VOLVO B10M JONCKHEERE JUBILEE B599 12M**

51 recliners, grey/red moquette, o/s rear sunken toilet, continental door, courier seat, double glazed tinted side windows, curtains, water boiler, fridge, wired TV/video, power entrance door, finished white/red/grey.  
**M.O.T. MAY 1996**

### **1988 VOLVO B10M PLAXTON PARAMOUNT 3500 12M**

51 recliners, beige/orange moquette, tinted side windows, curtains, drinks machine, o/s rear sunken toilet, continental door, power entrance door, finished cream/red.  
**M.O.T. JANUARY 1997**

### **1988 LEYLAND TIGER 260 PLAXTON PARAMOUNT 3500 12M**

49 recliners, red/grey moquette, sunken toilet o/s rear, continental door, double glazed side windows, curtains, courier seat, water boiler, finished cream/grey.  
**M.O.T. JANUARY 1997**

### **1986 VAN HOOL ALICRON INTEGRAL 12M**

51/53 recliners, grey/orange moquette, centre sunken demountable toilet, continental door, double glazed tinted side windows, curtains, MAN power, finished silver/brown.  
**M.O.T. DECEMBER 1996**

### **1986 VOLVO B10M PLAXTON PARAMOUNT 3500 12M**

52 recliners, brown/orange moquette, tinted side windows, curtains, courier seat, finished white/blue/orange.  
**M.O.T. JULY 1996**





**T**HROUGHOUT the country, operators have greeted the announcement of school bus seatbelts legislation with consternation and confusion.

Anyone fitting seatbelts is sailing into stormy waters because, although standards of seatbelts themselves can be checked, operators have been given no firm guidance of what constitutes a safe anchorage. More worryingly, neither has the Vehicle Inspectorate.

This issue of *Coach and Bus Week* is, we hope, a mine of useful information which summarises the best advice we can find from all sections of this industry, including suppliers. When reading comments from seatbelt manufacturers and fitters, there's a temptation to think that having a vested interest invalidates their views.

It's our belief that quite the opposite is the case; suppliers have been suffering from the same lack of advice as operators, and are genuinely concerned that safety may well be compromised by poor fitment of their products, in vehicles which were not designed to take them.

There is also a measure of sensationalism because the media is under the mistaken impression that seatbelt safety issues are the same for cars as coaches. The worst coach crashes, in terms of casualty numbers and public concern, have been the result of vehicles rolling, and the passengers being thrown out of the broken windows. Lap belts can, and will if worn, prevent many of these injuries.

On the other hand, one expert suggests that the low injury rate in head-on collision may be because the soft-backed, collapsible seat does its job. He suggests that lap belts may increase head and neck injuries from whiplash or, maybe worse, will fix passengers to seats so securely the seats themselves may break out of the floor and wind up in a heap at the front of the coach.

It's another theory — and remains only theory — because the worst flaw of the new legislation is that it has not been backed with enough research. Heaven forbid that the first practical test of lap belt safety in the pre-'88 vehicles in which school children are daily ferried around comes on the public highway.

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## Contents

### **NEWS** ..... 4-14

IRA bomb destroys London Central bus; Oxfordshire County Council terminates Cross Country Travel's contracts; seatbelt regs conundrum; Excel boost for Optare; naturally aspirated LPG preferred; campaign to end outside lane ban; Slatterys pulls out of express market

### **LEGAL NEWS** ..... 16&17

DC Travel of Blaydon-on-Tyne given maintenance warning

### **TOUR NEWS** ..... 19&20

End of road for Kent Crusader; try computer systems at BTTF

### **MARKSMAN** ..... 22

Questions of recording hours worked; pay records; eyesight rules; VAT

### **DIARY** ..... 24

Lucky Jim Perrett doing well at 85; check punctuation on your coach signs; wheels of fortune

### **LETTERS** ..... 25

Seatbelt supporters have good intentions but are ignorant of the reality

### **SEATBELTS AND SEATS** ..... 27-37

Getting to the seat of the problems created by the school bus seatbelt legislation

### **MINI TEST** ..... 38&39

Is Fiat's award-winning Ducato van an ideal minibus base?

### **DEALS AND DEALERS** ..... 40&41

Family-owned Messenger's tries its first Premieres; Cityliner fulfils Travelrich dream

### **PEOPLE** ..... 59

Coach Operator of the Year launches in-house awards





# events

## 29 February and 1 March:

The Bus in a New Era, Changing the Rules? Fourth TAS conference on the future of the bus in local transport. Kensington Palace Hotel, London, W8 (technical session and visit, 28 February)

**19 March:** *CBW* Canadian Study Tour sponsored by Volvo and Plaxton. Details from Paul Tappin on 01235 819393 or fax 01235 816464

**20 March:** CIT's Frederick Speight Memorial Lecture by Moir Lockhead, chief executive of FirstBus, Moving People into the New Millennium. Details from Jeff English on 01603 457348

**27 March:** CTC Charity Ball, Forte Crest, Birmingham, 7.30pm. Tickets from Derrick Alsop on 0115 9732260

**27 March:** Conference on use of LPG (liquefied petroleum gas), Commonwealth Centre, London. Details from LP Gas Association, Alma House, Alma Road, Reigate, Surrey, RH2 0AZ, tel 01737 224700, fax 01737 241116

**27&28 March:** British Travel Trade Fair, NEC, Birmingham. Details from Reed Exhibitions on 0181 910 7896

**15-18 April:** Policies Not Politics, CPT Scottish Conference, Turnberry Hotel, Ayresshire. Contact Peter Thompson on 0141 6394984

**18 April:** Buses Worldwide meeting, Fred Tallent Hall, Drummond Street, London NW1. David Corke on Cyprus, the past 10 years. Details from Ian Johnston, 3 Cypress Drive, Fleet, Hants, GU13 9HE

**18-19 April:** Getting Public Transport Ready for the 21st Century. Nottingham Transport Conference and Exhibition 1996, University of Nottingham. Details from Ann Chapman, Conference Secretary, CICC, PO Box 14, Cambridge CB1 5EN, tel 01223 881622, fax 01223 881604

**20-21 April:** Brighton Coach Rally, Madeira Drive, Brighton. Contact Paul or Anne Cousins, Coach Displays, tel 0181 842 0056, fax 0181 842 0070



Scene of carnage: the London Central Bus the IRA blew to smithereens

## ▼ Bus

# Bom

## Police may have

THE bomber whose device went off prematurely in a bus in London last Sunday night may have been videoed by security cameras.

The Leyland Titan on route 171 would have been equipped with surveillance equipment in accordance with one-man-operated bus guidelines and it was believed, as *CBW* went

## ▼ Coach and Bus

# Most profitable manufacturer to be floated

SCANIA is to be floated on the Stock Exchange, with the current owners, the Wallenberg family, retaining a 30 per cent stake.

The share issue is expected to raise around £2.7 billion for the massive Wallenberg industrial empire. Scania has already been separated from its loss-making car and plane maker, Saab, in what was believed to be pre-floatation preparation. The proceeds will be used to reduce net borrowings.

Scania is the world's most profitable heavy vehicle manufacturer, with an operating margin of 15.4 per cent.

Its profits in 1995 were around £400 million.

The growth of sales of Scania heavy vehicles has led the pack during the recovery since 1993, when it sold 25,000. In 1995, it sold almost 44,000, and increased profit from around £69 million to £434 million in 1995. It has a 14.3 per cent share of Europe's heavy vehicle market, but had only 6.5 per cent of the UK's coach and bus market last year.

In South America, it has established itself as the market leader, however, and is targeting the Far East for further sales growth.

## ▼ Coach and Bus

# Speculation proves false

ELLEN Smith is set to remain in local authority ownership along with parent company Rossendale Transport as Rossendale Borough Council quells speculation about the future of the coach and bus operations.

Chairman of Rossendale Transport, Councillor Baron, said: "At no time have the shareholders ever considered a resolution to sell the com-

pany. The many statements made in the last few weeks by other misinformed people, who were not local councillors, have proved to be incorrect."

He added: "This constant speculation has caused considerable unnecessary anxiety to the company's employees and it will be reassuring to them that the needless speculation has now ended."



## INSIDE TRANSIT THIS WEEK ●●● INSIDE TRANSIT THIS WEEK ●●● INSIDE TRANSIT THIS WEEK ●

### News

How Tom Jowitt turned from gamekeeper to poacher in Barnsley. What the MMC said about Go Ahead's controversial takeover of OK Travel and why Britain's fourth largest bus company has sold its chain of pubs. Will the unions succeed in their push for a

national agreement with FirstBus? Why Badgerline was freed of DTI undertakings in Bristol. What Trevor Shears is going to do now. And, in a bad week for Yorkshire Traction, is it going to appeal against the High Court ruling that has taken Barnsley bus station out of its hands?

### Plus!

How operators are co-operating in Manchester to provide network ticketing. And where Stagecoach uses fare deals to boost ridership in the north.

### Analysis

Harry Blundred claims one of his Transit Holdings subsidiaries was

the most profitable bus company in Britain. True or False? Find out with full profit and loss accounts for all Transit's operating divisions.

And what's more...

●There's three full pages of appointments and tenders. Can you afford to miss it?



# ber on video?

recovered surveillance equipment and ticket machine

by Mark Williams

to press, that police had recovered this equipment and the bus's ticket machine in an effort to trace suspects.

The bomb went off shortly before 11pm in Aldwych as the bus made its way from Catford to Holborn. It appears to have been located in the central section of the bus.

It killed one person and seriously injured three, including the driver, Robert Newitt, 49, who has worked for Go-Ahead-owned London Central for two years. Earlier this week, Mr Newitt was said to be out of danger though still in intensive care at University College Hospital.

"The drivers are obviously apprehensive

and worried about the situation," said operations manager Robin Young shortly after the bomb blast. "But life must go on and they are determined to drive their buses and serve the public. We hope - all of us - that the injured driver recovers very quickly and that this is a terrible accident, not a deliberate intent."

## ▼ Coach and Bus

### Indecent assault verdict

A SOUTH Wales coach driver, who was convicted of indecently assaulting two teenage schoolgirls, has been banned from holding or obtaining a PCV driving licence for life by South Wales traffic commissioner John Mervyn Pugh.

Leslie Rouse, of

Queen's Hill, Dingestow, near Monmouth, was put on probation for 18 months in November last year after being found guilty of the offences.

School bus campaigner Pat Harris of BUSK said: "This is the sort of tough action we are looking for."

## ▼ Coach

### Belts on all SCL coaches

WEST Midlands Travel subsidiary Smith Central Liner has spent £20,000 equipping all its fleet of 20 coaches with seatbelts. The coaches are mainly used for private hire, including school work. Smiths takes delivery of two new, seatbelted coaches this May.



DAF Bus' purchase of Smit aimed at consolidating Dutch market

## ▼ Coach and Bus

### Smit sold to DAF Bus

DAF Bus International BV has bought coachbuilder Smit in a deal aimed at consolidating the Dutch market.

The Joure-based builder was established in 1917. It produces seven models at a volume of around 70 vehicles a year, most of which are destined for the Dutch market but some of which are exported to Belgium and Germany.

Around 80 per cent of Smit coaches have DAF Bus chassis. DAF Bus is also negotiating a three-way coachbuilding agreement with Valkenswaard-based Berkhof and Smit.

"We may well look at UK export eventually," said sales manager Andrew Allsop at DAF Bus in the Netherlands. "But we will concentrate on raising Smit's profile over here."

## ▼ Coach

### Council drops CCT

OXFORD County Council has pulled the plug on around 20 school contracts run by Cross Country Travel.

The local operator fell foul of police vehicle spotchecks at Witney and Wantage and, as a result, has had all its school contracts re-allocated either to the next best tenderer, or to other Oxfordshire operators.

The decision was taken by the educational transport office. Its officer, Sandra Pearce, said the council would not hesitate to do the same again and is now monitoring operators' performance on a weekly basis.

"There have been a number of police and Vehicle Inspect-

torate checks. On each occasion, Cross Country Travel had an immediate prohibition. They seemed to be across its fleet, so we viewed this as a very serious problem," she told CBW. "All of Cross Country's contracts have been re-allocated for the remainder of their term. In most cases, we have managed to allocate them to the next-best tenderer."

Mrs Pearce said the decision had cost the council a lot of money, but had the backing of the education authority. She said the fact coach operators had also supported the move was "very encouraging."

CBW was unable to contact Cross Country Travel.

## ▼ Coach

### BEBB hands contracts back

BEBB Travel of South Wales has handed back a council contract and lost another after it refused to comply with a council's 'three-for-two' demands. The Llantwit Fardre operator handed its first contract back to South Glamorgan County Council last October because its coaches had been consistently overcrowded. And, in the latest incident, it says the council couldn't even provide an accurate estimate of passengers on the registered service.

"We had asked why the numbers they'd predicted were wrong," said David Newman, sales director, who said a 53 seater was being asked to carry 67 children. "They should know how many children are entitled to travel and aim at the upper limit."

If the tendering had been run

again, Bebb's said a price revision to give each child a seatbelted seat would still have given it the lowest bid. So, when the new seatbelt rules come in, asked Bebb's, would it be getting its contracts back? "We grieve the loss of even one passenger but we stick to a principle of the way we do our work," said Mr Newman.

The council says it has now replaced Bebb's coach with a single-deck bus and, under the new seatbelt rules, may convert more coach runs to buses. "We try not to have three-for-two," said Terry Collins, group engineer transportation. "But we have to provide what we can with the budget. The real safety issue is not whether seatbelts are provided but whether a child gets a school bus or not."

CBW



## In brief

## Owner arrested

A DISPUTE over a contract with a car park company led to the owner of Southsea-based Diamond Coach Travel, Mark Thomas, being arrested when he used one of his vehicles to block access to Brittany Ferries' Santander sailing from Portsmouth.

## Joint agreement

THE Big Bus Company forecasts turnover up by £1.1 million to £3 million and has entered a joint agreement with London United to market their services from Heathrow Airport from 1 March.

## Heritage fleet

WEST Midlands Travel has a fleet of heritage buses in former Birmingham, Coventry, Wolverhampton, Walsall and West Bromwich corporation liveries. Engineering director Andrew Woolner said the reason was to help passengers recognise WMT "strives to maintain the quality and standard of service provided before deregulation."

## No sale referral

SALE of assets of Clyde Coast Coaches to Stagecoach will not be referred to the Monopolies and Mergers Commission under the provisions of the Fair Trading Act 1973. The announcement comes as the MMC reveals most of its investigations have concerned the bus industry.

## On the move

TUNIC corporate outfitters, supplier of uniform clothing, moves to larger premises from 1 March 1996. Chief executive Tony Murray said: "We have outgrown our present unit but we are staying in the CHEL Business Centre with more warehousing, showroom and office space. Our communication numbers will not change."

## Coach

# The real cost of flawed legislation

Operators could go out of business, warns Scottish association

By Mark Williams

THE cost of flawed school seatbelt legislation could be operators going out of business... or councils running out of money.

Scotland's North East Private Coach Operators Association (NEPCOA) says the new rules to be introduced on 10 February of next year are seriously flawed, and the commercial advantage in tendering for school contracts could go, with operators fitting cheap, substandard belts.

Road safety minister Steven Norris' announcement a fortnight ago (CBW, 17 February) has caused a storm of protest, not only from the PSV industry but from seatbelt manufacturers. The new rules demand compliance with Construction and Use Regulations

but there is, as yet, no standard set for checking fitment, and the Vehicle Inspectorate has confirmed it has no mechanism for ascertaining the strength of the combination of belt,



Which belts to standard?

seat and anchorage.

If it is left open, some operators could gain commercial advantage by taking a cheaper option," said NEPCOA chairman John Westaby, who estimates it will cost £20,000 to equip his 16 vehicles.

"Someone, probably from the Government or a Government agency, should take the responsibility and say 'This is the standard we want.' Technical guidance should cover not only the type of seatbelt but the anchorage."

His views were backed by manufacturers such as Safety Devices and Securon (see page 27). Safety Devices — which makes a minibus safety cage to

take seatbelt anchorages — says the Government has only paid lip service to safety issues. "From our inquiries, it looks as if operators are going to fit the absolute minimum required by law," said Safety Devices md Tony Fall. "Which means lap belts only and, possibly, insecure mountings."

"Many operators are fitting belts directly to seats without any thought for whether or not the seat itself can withstand an accident. Impact tests have shown that, even with securely-mounted lap belts attached to the floor, the seat will punch through the floor, smashing the occupant into the seat in front."

● Special feature, see pages 27-37

## The rules - in plain English

TECHNICALLY, the retrofit of seatbelts to non-exposed coach seats falls through the safety net provided by Construction and Use Regulations, since compliance cannot be tested. Paraphrased, C and U recommends that, where a seatbelt is fitted to non-exposed seats of a coach, it should remain intact, and attached to its mounting point, after the anchorage has failed.

In other words, the belting arrangement must be stronger than the anchorage. This cannot be accurately tested without damaging the vehicle.

But to confuse matters, coaches can also comply with European Directives 76/115 for seats and anchorage, and 77/541 for the belts. These regulations have been used to certify most new coaches after 'destruction' testing,

and give minimum loads for components before complete failure. For this reason, demonstrating compliance with the directives is impossible on individual, older vehicles.

Minibuses are stuck with compliance with the two European directives. Again, this is not a problem where compliance has been sought at the type approval stage by the manufacturer but costly to test on modified vehicles.

No regulation exists to control the fitment of belts on buses, defined as PCVs carrying more than 16 seats, of more than 7.5 tonnes, not designed to exceed 60 mph and incapable of doing so. For this reason, moves by local authorities to seatbelt buses should be resisted. Incidentally, 'three-for-two' ends on 1 May on seatbelted seats. Councils

should be referred to the amendment to Section 5(2) of the PSV (Carrying Capacity) Regulations 1984. Statutory Instrument 1996: 167 applies.

Operators should also be aware fitment of seatbelts is a VTP5 alteration, and should be notified to the Vehicle Inspectorate. A letter from the operator explaining the modification should suffice, but the Construction and Use compliance certificate provided by the fitter can be sent too, though the VI is not insisting on one.

It is feasible to fit belt anchorage points to the body of a coach but this will put it outside of the scope of the C and U Regulation — so the fitment will have to comply with the European directives, which makes this potentially more problematic. **CBW**

## Minefield

THE issue of compulsory seatbelts in coaches has opened up a minefield for operators and their insurers. Without clear definitions and authorised standards of fitting, underwriters have a need to know.

So far they are unable to assess risks and adjust premiums and so will base their decisions at the end of the day on payouts to meet claims.

Seatbelt fitter Dave Nickson of Elite Services, has called for a seminar to show underwriters how belts can and should be fitted — see page 33.

● If your business is coach insurance, contact the editor as a matter of urgency if you would support a seatbelt seminar to be held within the next six weeks at a location close to the NEC — tel 01733 467139 or fax 467154.



# Vecta



## The natural choice for town and country

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▼ Bus

# Excel success supports expansion...

Over 50 pre-production orders in the bag for Optare's integral low-floor bus

BUS manufacturer Optare is planning to expand its plant. Managing director Russell Richardson says there is no danger of the company running out of production capacity despite it having over 50 pre-production orders already in the bag for its new Excel low-floor single decker.

At Excel's industry debut last October during Coach & Bus 95 at the NEC, Optare said it planned an Excel production run of 75 this year, but the vehicle has won more acclaim and orders from operators throughout the country, who have evaluated the prototype vehicle at a series of working demonstrations held as far north as Aberdeen and as far south as London.

Mr Richardson confirmed expansion plans at the plant could cater for more than this year's



Optare plans a bigger plant as orders for Excel low-floor flood in

planned production of 75 Excels. "We expect the main demand to come during 1997 but we can build more if the orders keep coming in."

Demonstration vehicles have toured the coun-

by Mark Williams

try over the last two months, taking part in exhaustive tests. One vehicle has been through a 15-year life of structural tests at the LPD test centre at

Leyland, Lancashire, and has already completed 1,000 miles on the severe test track, which includes, hills, speed humps, and washboard surfaces. The second vehicle has been evaluated by engineers,

managers and leaders of numerous UK bus operators. "The experts have had an opportunity to go over the vehicle with a microscope," said Mr Richardson. "We have listened to all their comments and suggestions but the message from the industry is that it likes every feature, and cannot fault it."

"We have taken a lot of trouble to develop a vehicle that meets local transport needs well into the next century," he said. "Optare has gained a reputation for high quality engineering and design and the Excel embodies the best in construction, componentry and flair that the industry can offer."

Construction of the first production models is starting this month, with the first vehicles for Blackpool Transport and Metrobus expected to be completed by April.

▼ Bus

## Bradford gets new minibuses

NEW distinctive Bradford Traveller minibuses, entering service this month, are the first new vehicles to be allocated to city operations for two years, and the first new minibuses to be purchased by the Rider Group subsidiary.

The 25-seat, Plaxton-bodied Mercedes

709s will replace second-hand Mercedes-Benz 608Ds acquired from City Line of Bristol, and Iveco minis acquired from companies in the AJS Group when Yorkshire Rider took over the West Yorkshire and York City operations.

The 21 new Mercedes will replace all 25

minis currently being operated on services in the centre and to the north of the city.

The vehicles are a £1 million investment by FirstBus. They incorporate vandal screens to help protect drivers against the recently increasing number of assaults.

Rider Group subsidiary Bradford Traveller was set up as a separate trading company last September, and is currently experimenting with various colour schemes before settling on a new double-deck livery for its 180 deckers and five dual-purpose coaches.

The minibus livery returns to blue shades carried by buses of the former Bradford City Transport.



Name change and echoes of municipal colours

## ...as sales grow

OPTARE'S turnover was a record at almost £35 million in 1995.

It has lifted sales revenues by well over 40 per cent since the company was re-acquired by its management and employees at the end of 1993, following the crash of the United Bus Group.

Numbers of vehicles and kits sold increased from almost 500 to well over 550, with much of the boost coming from the export of MetroRider kits to Malaysia.

The core bus-building operation, export division and the Unitec after sales and parts division all lifted turnover by 25 per cent, but the Bova coach importing division saw a fall in sales revenue after being hit by exchange rate difficulties in early 1995.

Optare's joint venture with Mercedes-Benz to build the Prisma on 0405 Citybus chassis brought in sales revenue of £6.5 million in its first year, the company introduced models with Euro 2 engines a full year ahead of legal requirements, and supplied its first natural-gas-powered vehicle.

Managing director Russell Richardson said growth in sales from only 280 vehicles in 1993 was largely due to the strategy of offering total product support to the market.

"We expect a significant increase in turnover during 1996, with an increase in profitability despite heavy investment in new model development. We expect moves towards still more accessible buses," he said.

CBW



▼ **Coach and Bus**

# Shell and FirstBus team up to help cut emissions across UK

**Deal will prevent up to 250,000 kg of sulphur dioxide being emitted this year**

SHELL and FirstBus have teamed up to help cut emissions across the country.

With increasing consumer and legislative pressures forcing transport companies to look ever closer at their environmental policies, FirstBus plc has taken the lead and signed a contract with Shell to provide its new emission-cutting Low Sulphur Diesel.

Shell will supply its new diesel to about 5,000 FirstBus vehicles across its 23 subsidiaries in England and Wales.

It is estimated that FirstBus' conversion to Shell Low Sulphur Diesel will prevent up to 250,000 kilogrammes of sulphur dioxide and up to 12,500 kilogrammes of particulates from being emitted into the air this year.

Shell Low Sulphur Diesel is the first fuel of this type to be manufactured by a British refiner for the UK market, and the first to be made widely available to buses and heavy goods vehicles.

Supported by MP Steven Norris, Minister for Local Transport, and the National Society for Clean Air, Shell Low Sulphur Diesel was launched last Autumn, a year ahead of new EC legislation which requires suppliers to market low sulphur diesel by October 1996.

"Shell has long been at the forefront of fuel technology, continually developing the best quality fuels, which bring sound environmental benefits," said Mark Gainsborough, commercial marketing manager at Shell UK. With our lead-

ing-edge research facility at Thornton in Cheshire and significant investment at our refineries, we are able to deliver a cost-effective low sulphur diesel to the commercial market, helping companies to address their own environmental concerns and those of their customers.

"We are delighted to be working with such a progressive company as FirstBus, which aims to put the use of emission-cutting fuels high on the agenda."

Trevor Smallwood, executive chairman of FirstBus, said: "We are pleased to be one of the



**It's a deal: Shell national account manager Alex Morrison with FirstBus engineering director John Woolley**

first bus operators to use low sulphur diesel.

"The environment is a major concern to us and the use of Shell Low

Sulphur Diesel is one of a series of measures being introduced by FirstBus to help reduce emissions and pollution levels."

▼ **Fuel**

## Clean up your act with Shell Low Sulphur Diesel

SHELL introduced its Low Sulphur Diesel in the Autumn of 1995 and it is now widely available to commercial and consumer markets.

Following a long hot Summer when emissions were rarely out of the news, this new fuel, which helps vehicles to reduce sulphur dioxide emissions by up to 75 per cent (the sulphur content has been cut from 0.2 per cent to 0.05 per cent) and to cut exhaust particulates by up to 18 per cent (without any loss in vehicle performance or fuel economy) proves very welcome.

Sulphur occurs naturally in diesel and, when burned, the resulting sulphur dioxide and sulphur particulates have been associated with the formation of



**Shell Low Sulphur Diesel now widely available**

acid rain and linked to respiratory problems.

In addition, the black smoke component of particulate matter, which in most areas is largely due to diesel emissions, is responsible for the soiling of buildings. Dr Cathryn Hickey, technical fuels manager at Shell UK, says: "QUARG, the Quality of Urban Air Review

Group, estimates that 14 per cent of particulates in the UK are produced by buses and other heavy goods vehicles, compared to only one per cent from diesel cars.

"By switching to Shell Low Sulphur Diesel, commercial vehicles will help to significantly reduce the level of sulphur emissions in the UK."

### **Lower emissions, better performance, same cost**

Shell Advanced Low Sulphur Diesel, which contains the leading-edge detergent additive package, offers even better engine protection.

It has an ignition improver which gives better combustion, a detergent to keep the vital engine compo-

nents clean, a corrosion inhibitor to prevent rust forming, and an anti-foaming agent to ease filling.

This additive package further helps reduce emissions and, through aiding performance, can even deliver additional miles per gallon.

It should also help the introduction of more effective exhaust after-treatment technology such as particulate traps and diesel catalysts.

**For more details about Shell Low Sulphur Diesel or Shell Advanced Low Sulphur Diesel, please contact the Shell Customer Service Unit on 0171 257 3694**



▼ Bus

# Turbo-boost LPG troubles

## Natural aspiration preferred

ENSIGN Bus is concentrating its investment into normally-aspirated LPG conversions after problems with its Cummins L10-powered Metroliner.

The vehicle, converted by Guide Friday's engineering facility, has gone back for further modification having given very minor problems, and is expected to be returned soon. But sightseeing bus operator Ensign is sticking with LPG as its alternative fuel.

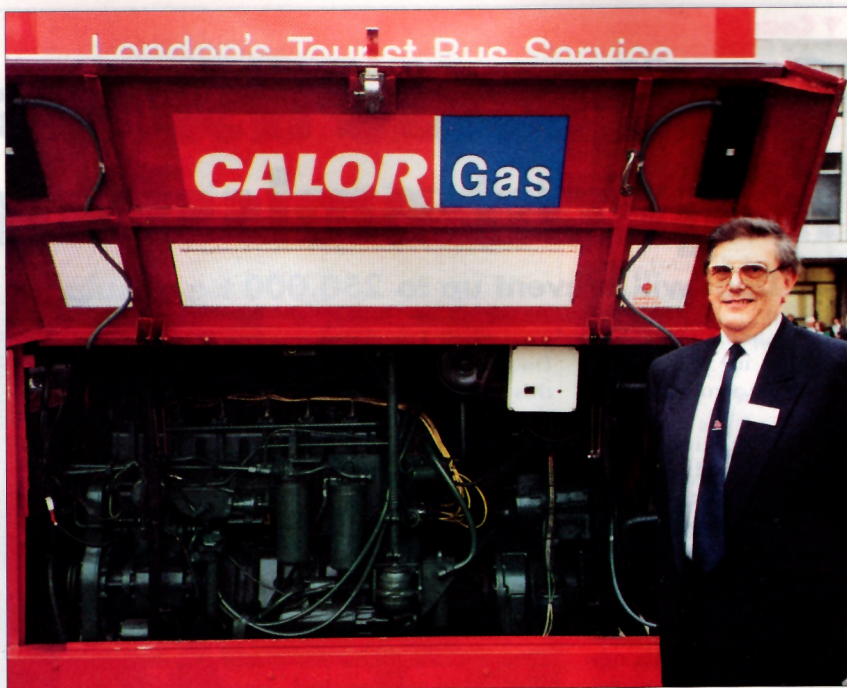
"It has several advantages over compressed natural gas," said Ensign md Peter Newman. "The technology has been around longer, engines are easier to convert, the fuel is eas-

by Mark Williams

ier to store and it doesn't need quarter-million-pound filling stations."

Mr Newman is expecting to convert three or four Gardner 6LXB, normally-aspirated engines easily, and running in Dennis Dominator guise. They will meet Euro 2 emissions, and the extra-clean nature of LPG means problems caused by carbon deposits will be less frequent than with their diesel counterparts.

Meanwhile, Guide Friday has been kept busy with orders for LPG-converted buses, including a Leyland 510-based turbo — this time a National for



LPG rated by Ensign md Peter Newman as better than CNG power

Q-Drive. Two Bristol VR conversions supplied to Badgerline sold on for assessment by Bournemouth Buses, have had catalysts added by Environmental Control Systems, and will be tested by a Government agency.

"When they were gas analysed after the catalyst was fitted, they showed no emissions whatever," said Guide Friday md Roger Thompson, who is confident the Turbo problems can be solved soon. After further testing, the vehicles

will enter service with his company in Stratford.

Guide Friday now has an LPG bus in Dublin and is to get two more this Summer. Stagecoach subsidiary Midland Red South has also ordered a pair of converted Nationals.

▼ Bus

# Partnership triumph as new station opens

MERSEYTRAVEL'S £2 million St Helens bus station brings new standards of passenger comfort and convenience as part of an ongoing £20 million infrastructure investment plan to upgrade and build

new facilities around the region.

The facility replaces a one-way, open-plan site at Bickerstaffe Street, and has been built in partnership with St Helens Metropolitan District Council, with an addi-

tional contribution of £680,000 from the EC.

The new two-way facility offers nine covered departure bays, closed-circuit TV and high-intensity lighting for safety and security, tactile paving for the visually impaired, toilet facilities and a public address system.

Trained staff are on hand seven days a week to assist passengers at the bus station, with additional help from the travel and information shop, and service information screens.

Unveiling a commemorative plaque, Merseytravel's vice-chairman Councillor Hugh Lloyd said the completed bus station was a reflection of the principle and practice of partnership.

"Working together, we have underlined the importance of regenerating St Helens' transport infrastructure," he said.



St Helens bus station: part of ongoing £20 million investment plan

▼ Bus

# Thamesdown's first low-floors are Dennis Darts

SWINDON-based Thamesdown has ordered eight Dennis Dart Super Low Floor midibuses with Plaxton Pointer bodywork.

The 10.6-metre, low-floor buses, Thamesdown's first, will enter service on the northern corridor routes 17 and 18, displacing existing Darts. At present, Thamesdown runs 28 Darts on its Dartline branded services, also with Pointer bodies.

"We have had superb service from them," said Thamesdown md John Owen. "Dart is an excellent product, so we had no hesitation in choosing SLF as our first low-floor."

CBW



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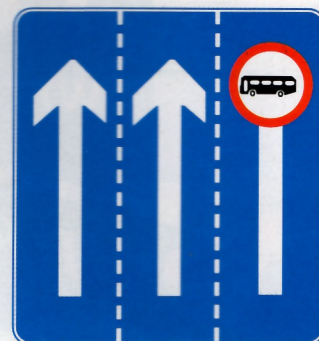


SCRAP THE OUTSIDE LANE BAN +++ SCRAP THE OUTSIDE LANE BAN +++ SCRAP THE OUTSIDE

▼ Coach

# Act now or ban will become permanent

Help CBW compile the evidence needed to get rid of it



Can the industry win back the outside lane?

THE message from transport minister Sir George Young is very clear. He has promised that the coach industry's views will be taken into account before a final decision is made on the controversial outside lane ban experiment.

But there is no clear indication of what criteria the Government will use to measure that response. Neither do we know the kind of research the DoT is doing between now and the end of 1997 to justify any decision it may make.

However, it is certain that the industry will be seriously disadvantaged if it does not have evidence available to present to Government.

The Confederation of Passenger Transport has already started the ball rolling by collecting data from a cross-section

By Mike Morgan

of its membership on the impact of the ban which affected coaches from 1 January 1996.

CBW believes that every coach operator can add to the weight of evidence in support of the CPT's statistics.

As promised in last week's magazine, our campaign to fight the ban starts now, and the form below should be used to record incidents reported by drivers and the effect on journey times.

Although the form will be repeated in future issues, it is intended that operators photocopy it in sufficient numbers to enable all incidents to be recorded.

We need your help because the implications of a nil return are inevitable. If you do not use the forms the ban will

become permanent.

Do not hold on to the information until the end of next year. Send it to CBW at regular intervals (say once a month) so that we can collate the findings and keep you informed of progress through the magazine.

We want two areas of operation recorded (not necessarily on the same form). Use Section A for incidents where coach safety is jeopardised by the outside lane ban; and Section B for before and after effects on journey times.

Encourage your drivers to report everything and use tachograph records to compare timings. Complete the forms and post or fax them to the editor at CBW.

**Remember: IF YOU DO NOT ACT NOW THE BAN WILL BECOME PERMANENT!**



## CBW outside lane ban report form

From 1 January 1996 the two-year trial ban on coaches using the outside lane of motorways with more than two lanes came into effect. Use this form to record the effects. You can photocopy it to obtain multiple copies

Company:.....  
Address:.....  
.....  
.....  
.....  
Postcode:.....  
Tel:.....Fax:.....

**Section A** — incidents reported by drivers where coach safety is jeopardised

Date:.....  
Time and place:.....  
Driver:.....  
Vehicle (registration and type):.....

Details:.....  
.....  
.....  
.....  
.....  
.....

**Section B** — before and after journey times

Type of journey (Express/Excursion/Private hire/Tour):.....  
From:.....  
To:.....  
Time taken for journey:  
Before 1 January 1996:.....  
After 1 January 1996:.....

RETURN TO: Mike Morgan, Editor, CBW, Wentworth House, Wentworth Street, Peterborough PE1 1DS or fax 01733 467154







**1989 (F)  
VOLVO B10M  
VAN HOOL ALIZEE**

ZF 6 speed S690 manual gearbox, Telma retarder, Autolube, 53 reclining seats including seat belts, half rear emergency exit, double glazed side windows with blinds, radio/PA/ system **choice of 24, choice of 18 10 blue moquette, 14 brown (6 sold)/orange moquette.**

**1990 (G)  
VOLVO B10M  
VAN HOOL ALIZEE**

ZF 6 speed S690 manual gearbox, Telma retarder, Autolube, 49 reclining seats & crew seat, half rear emergency exit, double glazed side windows with blinds, radio/PA/ system **choice of 2 brown/orange moquette.**

**1991 (H)  
VOLVO B10M MKIII  
VAN HOOL ALIZEE**

ZF HP5000 Automatic gearbox, ABS, Autolube, 49 reclining seats including seats belts & crew seat, centre continental door, double glazed side windows with blinds courier seat, mid section servery/fridge & toilet, radio /PA/system **choice of 11, brown/orange moquette**



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Estate, Hellaby Rotherham,  
South Yorkshire S66 8QL.**

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**FACSIMILE  
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**SCANIA K113 VAN HOOL ALIZEE**

1994 (J) 72 reclining seats, water boiler, central heating, tinted windows, double glazed side windows, radio/PA/ system, 2 TV monitors and videos, drivers bunk, wardrobe and central locking, New MOT.

**SOLD**

**SCANIA K112 PLAXTON 4000**

1985 (C) 72 reclining seats, 2 courier seats, toilet, drinks, repainted white, New MOT.

**DAF SB 3000 VAN HOOL ALIZEE**

1989 (F) reclining seats, Webasto, drivers bunk, double glazing, foot rests, seat back nets, water boiler, fridge curtains, carpets, wired for TV & video, sunken centre toilet, continental door, New MOT.

**SETRA TORNADO 215HD**

1992 (J) Man engine, 2F 7 speed gearbox, VBoith retarder, 49 reclining seats & courier seat, sunken centre toilet, continental door, Webasto heating, Sutrak air conditioning, servery unit with water boiler, front mounted fridge, radio/pa/system, 2 TV monitors and videos, drivers bunk, drivers door with wardrobe and central locking, New MOT.

**MAN JONCKHEERE**

1990 (G) Low driver 6 speed ZF gearbox, Sutrak air conditioning, 32 reclining seats with seat belts plus courier, radio/PA/cassette, 2 TV & videos, rear saloon toilet & servery, microwave, 3 fridges, hot & cold water, rear storage space, double glazed & curtains, 8 tables, wheel disc MOT New MOT.

**LEYLAND LEOPARD PLAXTON SUPREME**

1979 (T) 53 seats, tinted windows, power door exterior black/gold, brown moquette 14.11.96

**LEYLAND LEOPARD PLAXTON SUPREME**

1980 (V) 57 seats exterior black/gold, brown moquette MOT 16.10.96.

**1992 (J) SCANIA ELITE K113  
PLAXTON PARAMOUNT 3500**

7 speed manual GR801 comfort shift gearbox, ABS, road speed governor, variable top speed limiter, exhaust brake, kneel facility, ferry lift, autolube, electric retarder, Webasto heating, inswinging entrance door. Central continental door, centre toilet, half rear emergency door, 3 roof vents, forced air ventilation aircraft lockers, crew compartment, grey moquette, 49 reclining seats, centre gangway carpet, double glazed, side curtains, rear curtains, side blinds, aluminium wheels, Blaupunkt radio/PA system. MOT. 13.09.96

**VOLVO B10M VAN  
HOOL ALIZEE SH**

1986 (D) 6 speed splitter gearbox, 28 reclining seats & courier seat, 8 tables, Sutrak air conditioning, Webasto, alloy wheels, radio/pa/cassette, 2 X TV & videos, rear saloon mounted toilet & rear kitchen with fridges, sinks, hot & cold water, over, storage cupboard, rollo blinds, double glazed, New MOT.

**1989 (F) VOLVO B10MT  
PLAXTON 4000 RS**

65 reclining seats, TV/Video Stereo, toilet, double glazing, sun blinds, curtains, carpets, drinks, fridge, drivers bunk, crew seat, Telma retarder, brown/orange chevron moquette, curtains, exterior all white. new MOT.

**MAN JONCKHEER  
DEAUVILLE 16,290**

1989 (F) low driver 6 speed ZF gearbox, sutrak air conditioning, 32 reclining seats with seat belts plus courier, radio/pa/cassette, 2 TV & videos, rear saloon toilet & rear servery, 3 fridges, hot & cold water, rear storage space, double glazed & curtains, 8 tables, wheel discs, new MOT.





▼ Coach

# Speedlink express wrecks house

A SPEEDLINK airport express coach which left the road tore off the side of a bungalow in Norfolk.

The Heathrow Airport service on its way to Norwich hit a parked car, ran through four gardens, writing off two further cars, before hitting a bungalow in Wymondham and destroying two walls of its bedroom.

The driver had to be cut free from the wreckage and was taken to Norwich Hospital. The house owner, who was in bed at the time, was catapulted into his wardrobe but sustained only minor injuries.

▼ Coach

# Air competition forces joint ticket sales deal

Irish operator bows out of competition for express passengers

By Mark Williams

Slattery name is to be retained on its marketing, with Slatterys taking a commission from the sale of Eurolines tickets. At pre-

sent, Eurolines operates three routes into Eire along two corridors, including ferries from Holyhead and from Fishguard into Ross-lare.

"We've now got seri-

ous competition from air travel," said Mr Gilbert. "The cheap fares are making it difficult to compete unless we can increase our loadings."

Slatterys md David Slattery said his company's international express services, at peak, used 30 vehicles — some contracted from other operators. He said the rationalisation was sensible.

"There was some duplication but, because of this change, I can offer more destinations to my customers," Mr Slattery said. Slatterys has a chain of travel agencies across Ireland.

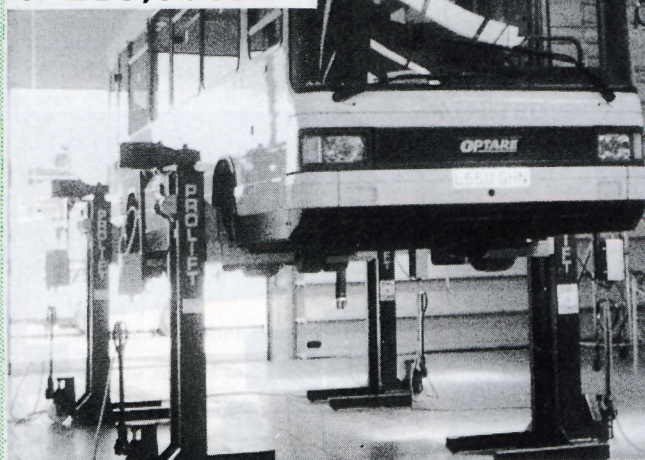
CBW



Eurolines: 'Combining resources sensible'

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|                    |            |                |               |
|--------------------|------------|----------------|---------------|
| VOLVO B10M         | Algarve II | 53 recliners   | from £147,850 |
| M.A.N. 18.370      | Algarve II | 53 recliners   | from £136,500 |
| M.A.N. 11.190      | Algarve II | 35 recliners   | from £106,500 |
| DENNIS JAVELIN 240 | Algarve II | 53 recliners   | from £131,533 |
| DENNIS JAVELIN GX  | Algarve II | 53 recliners   | from £136,250 |
| DENNIS JAVELIN 240 | Porto      | 57 fixed seats | from £109,950 |
| TOYOTA             | Optimo III | 21 seat GL     | from £52,214  |

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**93 SCANIA K93  
PARAMOUNT 3500**

51 recliners, courier seat, centre toilet, radio/pa/cassette

|         |                 |              |                                  |
|---------|-----------------|--------------|----------------------------------|
| 95 (M)  | VOVLO B6        | Algarve      | 35 recliners                     |
| 93 (L)  | SCANIA K113     | Premiere 350 | 53 recliners, power door         |
| 93 (K)  | DENNIS JAVELIN  | Duple 320 SL | 53 recliners, power door         |
| 92 (PP) | D.A.F. MB230    | Algarve 3.5  | 49 recliners, toilet, power door |
| 90 (G)  | VOLVO B10M      | Algarve 3.35 | 49/53 recliners, toilet          |
| 90 (PP) | MERCEDES 0303   | Charisma     | 49 recliners, double glazed      |
| 88 (E)  | D.A.F. MB230    | Algarve 3.35 | 49 recliners, toilet, power door |
| 85 (B)  | LEYLAND TIGER   | Laser II     | 53 seats, power door             |
| 84 (A)  | LEY ROYAL TIGER | Doyen        | 46 recliners, toilet             |
| 81 (PP) | VOLVO B58       | Plaxton      | 53 seats, power door             |



**89 DAF SB2300  
DEAUVILLE**

51 recliners, courier seat, continental door, radio/pa/cassette

### MINI BUS SELECTION

|        |              |                   |                      |
|--------|--------------|-------------------|----------------------|
| 95 (M) | MERCEDES 814 | Reeve Burgess     | 33 seats             |
| 93 (K) | TOYOTA       | Optimo II         | 18 seats             |
| 92 (K) | TOYOTA       | Optimo II         | 21 seats             |
| 91 (J) | TOYOTA       | Optimo II         | 21 seats             |
| 90 (G) | TOYOTA       | Optimo II         | 18 seats             |
| 90 (H) | MERCEDES 814 | North Western     | 24 seats             |
| 88 (F) | VW LT 55     | Optare City Pacer | 23 seats, power door |

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## ▼ Maintenance

## Spencer given a final warning

 **THOUGH** deciding not to take any disciplinary action against the licence held by Leven-based Michael Spencer, Scottish traffic commissioner Michael Betts has issued him with a final warning about his maintenance standards.

Mr Spencer, who trades as Spencers of Leven, of 2 Robertson Avenue, Leven, Fife, appeared before the commissioner at an Edinburgh disciplinary inquiry.

Mr Betts said that, in coming to his decision, he had noted Mr Spencer's undertaking that his mechanic would attend a PSV inspector's course within the next six months.

## ▼ Maintenance

## Authorisation cut by one

 **MAINTENANCE** problems have led to Michael Spence's O-licence authorisation being cut from four to three vehicles for a month by Eastern traffic commissioner Brigadier Compton Boyd.

Mr Spence, of 51 Harecroft Crescent, Sapcote, Leicester, trading as Sapcote Coaches, appeared before the commissioner at a Cambridge disciplinary inquiry.

In reaching his decision, the commissioner said he noted a statement of intention given during the hearing by Mr Spence to have his vehicles regularly inspected by an outside contractor, and he wanted a copy of the contract with the garage concerned produced within 14 days.

## ▼ Maintenance

# Career could be short

Every prohibition represents a danger in road safety terms, No



**IF** vehicles operated by David Henderson continued to collect prohibitions, his career in the passenger transport industry would be short, North Eastern traffic commissioner Keith Waterworth warned at a Leeds disciplinary inquiry.

Every prohibition was unacceptable as it meant there was a danger in road safety terms, Mr Henderson said. He warned Mr Henderson, of Nayloa Court, Blaydon Haughs Industrial Estate, Blaydon-on-Tyne, Tyne and Wear, who trades as DC Travel, of Blaydon-on-Tyne, about his future maintenance standards, and deferred decision on his application to increase the authorisation on his licence from six to 12 vehicles pending the production of further financial evidence.

DoT vehicle examiner Wilfred Johns said he had inspected two vehicles during a maintenance investigation in October, imposing one immediate

by Michael Jewell

prohibition notice and one delayed. The immediate prohibition had been imposed for a defective floor trap locking device which was of long standing. The delayed prohibition was a result of an unsatisfactory repair to corroded body rails.

A further vehicle had been given a delayed

**The immediate prohibition had been imposed for a defective floor trap locking device**

prohibition during a roadside check in June. Though the operating centre and facilities appeared to be adequate, action was not being taken to rectify defects fast enough. There was a low initial pass rate at annual test over the past year.

A serious accident involving a vehicle driven by Mr Henderson had not been reported to the Vehi-

cle Inspectorate, as required by the 1981 Act.

Questioned by Ian Quayle, for Mr Henderson, Mr Johns said the initial test pass rate for six vehicles was 16 per cent, compared with the national average of 70 per cent. He was aware the inspection system had been modified, and a modified driver defect report sheet introduced, following discussions in which it was pointed out that defects that had been noted appeared to have been ignored.

Mr Quayle said Mr Henderson had put 18 heavy goods vehicles through the annual test and they had all passed first time. The accident in September, when Mr Henderson had been driving, was in no way due to his conduct or neglect, or due to any defect on the bus.

Mr Henderson had suffered quite serious injuries in the accident. During October, when the prohibitions arose, Mr Henderson had been unable to be full time at

the depot and he had relied upon members of his staff who, as a result of the vehicle examiner's findings, were no longer with him. He had overlooked the requirement to report the accident as he was off sick because of his injuries.

Mr Henderson said the coach given the prohibition in June had been based up at Wooler.

**The defects would not have been overlooked if he had been there, Mr Henderson said**

When they brought it back they found what was said to be a diesel leak was not in fact a diesel leak. A seal had gone in the compressor.

They put on a new compressor and relined the back brakes. The efficiency was found to be low on one brake because it was not properly bedded in. He had employed a fitter who had previously

## ▼ Licensing

# Don't lose O-licence by default



**UNDER** the continuous licensing provisions, every five years operators will receive notification of a review by the Traffic Area, asking for certain information and the payment of licence fees. If that letter is not answered, and the fees not paid, the licence will immediately die.

Consequently, it is vitally important that operators immediately respond to any communication from the Traffic Area, West Mid-

land traffic commissioner John Mervyn Pugh said when he granted licences to five newcomers to the industry at a Birmingham public inquiry. Roy Alcott, trading as Hills Taxis and Minibus Services, of 203 Hill Street, Hednesford, Staffordshire, had applied for a restricted licence for one minibus.

Mahmood and Magbad Hussain, trading as Station Taxis, of Burton Railway Station, Unit 2 Borough Road, Burton-on-Trent,

Staffordshire, had applied for a restricted licence for one minibus.

John Colclough, trading as Jay Jay's Travel, of 19 Ecclestone Place, Fegg Hayes, Stoke-on-Trent, Staffordshire, had applied for a restricted licence for one minibus.

Phillip Smith, trading as Paragon Travel, of Westfield, Barnwell Close, Stramshall, Uttoxeter, Staffordshire, had applied for a standard national licence for one single

decker. Skyliners Ltd, of Flavel House, Caldwell Road, Nuneaton, Warwickshire, had applied for an international licence for one double decker.

Mr Pugh told them the holding of an O-licence was something to cherish. Maintenance was of absolute paramount importance and it was extremely important vehicles were inspected on the notified system.

It was up to operators to maintain their vehicles



# t - Waterworth

Eastern traffic commissioner tells operator

worked for Busways, where they were just numbers. He did not think he had the necessary experience and had to sack him.

The defects would not have been overlooked if he had been there, said Mr Henderson. He had been let down by the human element and it was a lesson to be learned. He had used to do maintenance for Holts Removals and Pickfords but they no longer did any outside work. The test failures were due to the fact the fitters did not do their jobs properly, and he had apologised to the test station as he had "felt a thousand shames."

Mr Henderson said the accident occurred after he had taken a coach home to Morpeth where he lived. He was on his way back the following morning when a truck came straight out of an entrance into the road and hit the bus.

In reply to the commissioner, Mr Henderson said there were no passengers on the coach involved

in the accident.

He had sacked four fitters and now had three whom he felt were competent, although they had taken a lot of finding. He had eight vehicles but wanted to increase the authorisation so he could employ more people as there was work available. He had been asked to tender for 48 contracts. Vehicles were being inspected

**Mr Henderson said the accident occurred after he had taken a coach home to Morpeth**

every four weeks.

Mr Waterworth pointed out the flow chart produced seemed to be set up for inspections on a five-week basis. He said the chart was valueless and did nothing to support Mr Henderson's case for additional vehicles. When Mr Henderson had applied for the licence, he had said the vehicles would be inspected every seven days.

It was not presenting a very favourable picture.

Questioned by Mr Waterworth, Mr Henderson said the vehicles did come in every week. After he had agreed drivers were given two different defect report sheets, Mr Waterworth said it was all very confusing. Mr Henderson had the licence for a year. He had started with one vehicle, then the authorisation was increased to three, then to six, and he was now seeking 12, all within the space of a year.

Arthur Brodie, Mr Henderson's transport manager, said they had initially proposed doing weekly inspections, but were advised by the vehicle examiner that four to five weeks would be adequate. However, they still did intermediate checks each week for their own peace of mind.

After the commissioner had pointed out that driver defect reporting was an important element in keeping vehicles roadworthy, Mr Brodie



**Defects were found during DoT investigation**

said one sheet was the driver's work sheet, which had provision for reporting defects.

As that was filed in a different place, they had introduced a new defect sheet which was attached to the work sheet. He maintained the system was working perfectly. He was happy with the system now in place, said Mr Brodie. Had Mr Henderson not had his accident, the prohibitions would not have arisen in the first place.

After financial evidence was heard in private, Mr Quayle said the business had been in an embryonic state in the first year and there was a carefully scripted plan to develop the operation. Mr Henderson had sustained injuries which meant he was unable to devote the whole of his time to work, but he was now virtually

fully recovered.

Mr Waterworth said the licence had been granted in September 1994. Since then there had been one immediate and two delayed prohibitions. Mr Henderson had sought to address the flaws detected in his system, and he felt the problem had been "nipped in the bud". He would ask the VI to review the situation again and there would be a licence reappraisal within one year.

If the revised procedures were introduced satisfactorily, it seemed Mr Henderson could cope with 12 vehicles, but every prohibition imposed made it less likely the increase would be granted. He was not prepared to increase the authorisation at this stage as he was not totally satisfied about the financial situation.

## t, commissioner warns

safely and properly. One of the groups that caused him the greatest concern was that of taxi operators, as they tended to treat their minibuses like taxis, and that did not work.

Mr Alcott said he was paying £100 for his vehicle to be inspected by a commercial garage every six weeks. Mr Pugh said that was a high price for an inspection, and Mr Alcott must make sure he got his money's worth. He should make sure he had a copy of

the Tester's Manual and go and watch the garage carry out an inspection.

Mr Hussain said he had chosen a six-week inspection interval after getting in touch with the DoT, and the commissioner said six weeks was the maximum period recommended between inspections. Mr Colclough said he was presently a self-employed taxi driver. He was in the process of going for his Certificate of Competence as he wanted to become a

full-time psv operator.

Hadyn Dawkins, a director of Skyliners, said he had been in the coaching industry previously. The company was employing its own mechanic and the double decker would be inspected every four weeks.

In granting the licences, Mr Pugh said they must remember they were carrying people. When someone got on a bus, they should never think for one moment it could be unsafe.



### ▼ Licensing

## One-month suspension



**EASTERN** traffic commissioner Brigadier Compton Boyd has suspended the two-vehicle restricted licence held by Avtar Singh, trading as Luxecabs, of Peterborough, for one month.

Mr Singh, of 75-77 Benwick Road, Whittlesea, Peterborough, Cambridgeshire, had been called before the commissioner at a Cambridge disciplinary inquiry following a conviction for driving a public service vehicle when not qualified to do so. He denied the vehicle was being used as a public service vehicle at the time but Brigadier Boyd said he was unable to go beyond the fact of the conviction.



# Hughes DAF



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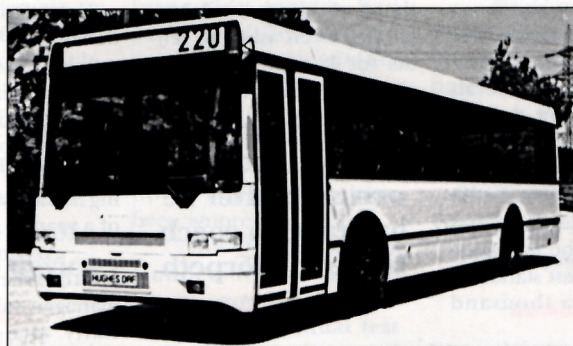
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▼ UK

# It's end of the road for Kent Crusader as no buyer found

Golden Gateways, Easybreaks and Friendship Travel hit

by William Golden

KENT Crusader, the Tunbridge Wells coach operator which traded as Golden Gateways, Easybreaks and Friendship Travel, has gone into voluntary liquidation after failing to find a buyer.

Rumours had been circulating for some time that the business was in trouble and the decision to cease trading was taken after a creditors' meeting last month.

John Tremlett, one of Kent Crusader's three directors, blamed the decision on cash flow problems. Mr Tremlett said: "The trouble stemmed from the performance of Aquitaine Holidays, through which we sold villa holidays in France. It was not successful enough and we couldn't compete against stiff competition.

"Aquitaine Holidays was sold in the 1993/94 financial year to Drive France at a hefty loss, leading us to cut back across the group. The

two other directors resigned and I took sole control of Golden Gateways, Easybreaks and Friendship Travel."

In the next 18 months, the company continued to do business but was saddled by the burden of debt from the loss-making sale.

Mr Tremlett added: "The irony is that business was going very well. Bookings for Easybreaks were well up by the Autumn of last year but we were still burdened with debt.

"This put off potential buyers and the situation wasn't helped by rumours circulating in the industry that we were in trouble."

Mr Tremlett has set up in business with two former employees of Golden Gateways, trading as Travel and Event Management.

His new business partner Christine Holmes

said the new company would concentrate primarily on dealing with incoming tour operators. "We want to act as agents and provide an upmarket service. Our aim will be to cosset our customers all the way, making sure they get quality accommodation and so on.

"That does not mean to say we will be abandoning the domestic market but that will follow once we have got the incoming side up and running."

The new company is keeping its base in Kent and looking for offices in Margate.

The Kent Crusader, Golden Gateways and Easybreaks titles have been taken over by Discover Britain, the Worcester company specialising in domestic holidays for incoming families.

Julia Roberts, product sales manager, said: "We have taken over the goodwill and assets but it is very unlikely we will

continue the Easybreaks programme, which also deals with incoming operators.

"However, we will tie up some of the loose ends and honour a number of bookings made by Easybreaks clients."

Roger Dixon, a coach industry veteran who ran Golden Gateways, said he was pursuing new business opportunities. In the meantime, he is advising Gerry Topiol of fellow wholesaler Groupways Leisure, on sales and marketing on a number of projects.

Golden Gateways was one of 10 members of BAWTA, the wholesalers' association. A spokesman for BAWTA said: "It is obviously disappointing to hear of the collapse of one of our members but BAWTA is gratified to learn that the collapse will not affect any clients."

This was confirmed by both Mr Dixon and Mr Tremlett, who said no clients had been affected.

▼ UK

## TV shows - inside story

GET the inside story on hit programmes by organising a group visit to television studios in Nottingham. Carlton UK's Television House runs behind-the-scenes tours of the studio, one of the largest in the UK, rounded off with tickets for a live recording of a TV show.

The cost is £6 per person and groups have the option of booking a meal or buffet in the TV studio restaurant or social club before the recording. Meal prices are from £6.95 to £8 a head.

Most of the recordings take place in the evening and the usual itinerary starts with a tour at 4pm followed by a meal at 5.30pm. The studio recording takes place at 6.45pm and groups can stop for refreshments in the social club afterwards. Recordings generally end at about 9.45pm.

All recordings are subject to availability.

Operators want ingmore information should contact Jocelyn Platt at Television House, Lenton Lane, Nottingham, **CBW** on 0115 964 5334.

▼ Europe

## Good news for VAT reclaimers from Italy

OPERATORS planning trips to the Continent should find the going even easier now that euroShell has extended its automatic VAT recovery service to Italy.

It usually takes months - or even years - to reclaim VAT levied on overseas fuel purchases. Transactions in Italy take, on average, two years to be credited, whereas euroShell customers have the VAT credited to their account in 14 days.

John Sheehy, general manager of Shell Fuel Cards, said: "The euroShell card enables transport managers to improve cashflow significantly and to make administrative cost savings. It rids the need to go through the complex and time-consuming process of claiming back VAT."

The euroShell card can be used in more than 17,000 service stations in 33 European countries.



Italian job: euroShell's VAT recovery service now extended to Italy



▼ UK

# Try out computer systems at the British Travel Trade Fair

Technology clinic being run at event for the first time

OPERATORS who feel they need a guiding hand through the unfamiliar territory of computer technology should drop in on a technology clinic, which is being run at the BTTF for the first time.

The clinic, which will offer impartial advice on computer systems and software and tell what the Internet has to offer the travel trade, is being co-ordinated by Paul Richer, a partner in the travel technology company Genesys.

"Travel is very

by William Golden

much an industry that can benefit from information technology," said Mr Richer.

"Operating coach tours is a complex business and some companies are already finding that the specialised systems developed for air tour operators are useful in the coaching world. But for others, it is still a mystery area."

The clinic will run throughout the show and there will be four short

talks or presentations on both days. One session — Back to Basics — will be an introduction to computers, looking at different options and prices. Mr Richer said the aim would be to dispel the myth that investing in a computerised system is too expensive for smaller companies.

Another topic will be administrative marketing systems designed specifically for travel companies. There will be demonstrations of how they can be used in plan-

ning itineraries and brochures, processing bookings, invoicing and direct mail.

"The clinic will be very hands-on, so operators can try the computers and see how they could apply the systems and software to their own business," said Mr Richer.

One topic bound to raise many questions will be the Internet, according to Mr Richer.

Already, at least 900 travel industry companies are promoting themselves on the Net, with more



joining daily. The clinic will be assessing the pros and cons of using the Net and its implications for the future.

● BTTF 96 will be held at the NEC, Birmingham, on Wednesday and Thursday, 27-28 March. Order your complimentary tickets now by ringing the hotline on 01844 262728, quoting BTTF/COL



Gang show: press gang fun at Lancaster

▼ UK

## City's celebration of the sea

CAST off for Lancaster over the Easter weekend where the city is holding its eighth Easter Maritime Festival. The four-day festival, which starts on Good Friday 5 April, will be a celebration and evocation of the days of sail, when Lancaster was one of the country's leading ports.

Groups will be able to enjoy nautical dramas, illustrated talks and guided

walks, puppet shows, sing-alongs and other special events. Most of the country's leading exponents of sea songs and shantys will be attending and a press gang will be out in force, looking for unwilling recruits to the navy. The festival will be held in and around three quayside locations — the Maritime Museum, the Three Mariners and the George

and Dragon. Several sessions will also be held at the Duke's Theatre.

Daily admission to the Maritime Museum will be £1.50 for adults and 75p for concessions and tickets for the late-night session at the Duke's Theatre Studio will be £3. All the other entertainment will be free.

For more details phone 01524 582394 /32878. CBW



### WEATHER

| City       | Average temperature last week | City      | Average temperature last week |
|------------|-------------------------------|-----------|-------------------------------|
| Athens     | 16C/61F                       | Madrid    | 6C/43F                        |
| Amsterdam  | -1C/30F                       | Oslo      | -7C/19F                       |
| Berlin     | 0C/32F                        | Paris     | 1C/34F                        |
| Brussels   | 0C/32F                        | Rome      | 13C/55F                       |
| Dublin     | 4C/39F                        | Stockholm | -6C/21F                       |
| Lisbon     | 14C/57F                       | Vienna    | 2C/36F                        |
| Luxembourg | 1C/34F                        | Zurich    | 1C/34F                        |

### DIESEL PRICES

| Country                 | Diesel price per litre in Sterling | Country     | Diesel price per litre in Sterling |
|-------------------------|------------------------------------|-------------|------------------------------------|
| (Courtesy AA Roadwatch) |                                    |             |                                    |
| Austria                 | 0.58                               | Netherlands | 0.54                               |
| Belgium                 | 0.54                               | Norway      | 0.70                               |
| Eire                    | 0.53                               | Poland      | 0.23                               |
| France                  | 0.50                               | Portugal    | 0.45                               |
| Germany                 | 0.51                               | Spain       | 0.45                               |
| Italy                   | 0.54                               | Sweden      | 0.64                               |
| Luxembourg              | 0.45                               | Switzerland | 0.65                               |

### HOLIDAY POUND

| Country | Currency exchange rate | Country     | Currency exchange rate |
|---------|------------------------|-------------|------------------------|
| Austria | 15.30 Sch/£            | Italy       | 2,385 Lire/£           |
| Belgium | 45.00 BFr/£            | Netherlands | 2.47 Gld/£             |
| Denmark | 8.51 K/£               | Norway      | 9.65 NKr/£             |
| Eire    | 0.95 Punt/£            | Portugal    | 228.5 Es/£             |
| France  | 7.53 Fr/£              | Spain       | 185.5 Pta/£            |
| Germany | 2.20 DM/£              | Sweden      | 10.60 SKr/£            |
| Greece  | 369 D/£                | Switzerland | 1.79 SFr/£             |



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## What about facts?

**Q** What about the facts that were not stated in the question from AL of Kent (CBW, 27 January). How long did it take to get home and to work the following day out of the eight hours 10 minutes 'rest'? Was time cleaning the coach recorded on the tachograph disc, or was that also part of the 'rest'? The disc might show driving starting at 8am, but what time did the driver actually arrive for work? Firms down here have drivers actually finishing work after 12 and then being in again before 8am. Do we do it, or lose our job!

SP, Hants

**a** You are absolutely right in inferring that the tachograph disc should record any time worked after driving stops (eg cleaning) and that work done before driving starts cannot count as rest. However, Article 15(2) of EC 3820/85 only requires the tachograph record to start recording, "from the moment [the driver] takes over the vehicle".

While there may, therefore, be no tachograph record of pre-driving work, enforcement officers can, and will, look at other records (like clock cards or wage claim sheets) to discover if the minimum rest requirements have been breached. The EC Regulations define rest as an uninterrupted period of at least one hour during which the driver may freely dispose of his time. It is not being at home, or in bed. It is simply no longer being at work, or available for work. The time taken going to and from home is, therefore, a legitimate part of rest.

## What's legal position?

**Q** I understand that some enforcement officers are asking to see pay records with a view to inferring that, if a driver is paid during a rest period, he is not able to "freely dispose of his time".

I have always worked on the basis that it is what is demanded of the employee that counts, not his method of remuneration. What is the legal position?

TC, Bedfordshire

**a** The police and traffic examiners are authorised by virtue of Section 99 of the Transport Act 1968 (as amended) to inspect not only tachograph discs, but any other document for the purpose of ascertaining compliance with the hours rules. I think that the example given in the previous question is the sort of instance where compliance, or breaches, can be discovered from wage records or other documents.

You are, I believe, quite correct to assume



## Questions



## Answers

that payment of wages is not evidence, as such, that the driver is at the beck and call of the employer. To convict, a court would need proof that the employee was actually at work or otherwise actually under the employer's control.

This might be quite easy to do if documents showed that, for example, a driver was contractually obliged to arrive at work 15 minutes before he was due out, to be briefed, to do a walk-round check, and to simply give a bit of leeway — and he had claimed wages and/or been paid for doing just that. Similarly being a spare, or standby, driver is on duty and this might be ascertainable from wages and other records.

In many other circumstances, wages will be paid for time a driver is unquestionably off duty. This can range from an odd hour or two during a working day which is forming part of split daily rest, to whole days without work being done, required, or expected when away on tour.

Indeed, holiday pay may well be made for some days which are part of current or postponed weekly rest, perhaps supplemented by some compensatory hours. To suggest that payment of wages was evidence of being on duty would be laughed out of court were such a ludicrous suggestion ever advanced in these sort of circumstances.

**Questions on coach and bus operation should be sent to: Marksman, c/o Coach and Bus Week, Wentworth House, Wentworth Street, Peterborough PE1 1DS or fax 01733 467154 Marksman will answer more questions on 9 March 1996**

## Eyesight rules unfair?

**Q** Am I right in thinking that the new eyesight tests apply to all professional PSV drivers of from nine-seater vehicles upwards but only to HGV drivers of vehicles of over 7.5 tons GVW? A lorry driver who fails this test can drive a smaller vehicle, but not a coach driver. If I am right, this seems quite unfair and ill conceived.

CS, West Yorkshire

**a** You are quite right in principle. I do, however, wonder whether you may have been misled by incorrect media reports of the effect of this test. The changes from 1 July 1996 have been made by the UK to comply with the EU Second Directive on Driver Licensing. There is an almost negligibly higher standard of vision required for vocational licences — wearing glasses if necessary. The major change is to no longer allow the 'grandfather rights' which had been enjoyed by a very small number of PSV licence-holders — meeting the corrected vision standards although their vision without glasses or contact lenses is unacceptably low. And even this is not instant — they will only be unable to renew their vocational licence when it is next due for renewal. This may be several years hence.

## Why pay this VAT?

**Q** I read recently that Article 26 of the EC Sixth Directive states that coach operators should only be held subject to VAT in their own country. If that is the case, why are we having to register and pay VAT in Germany?

AT, Herts

**a** Article 26 concerns VAT and travel agents or what we know in this country as the Tour Operators' Margin Scheme (TOMS). In that context — but only in that context — it does provide that such supplies shall be taxable in the member state of the trader.

It has to be recognised that there is a requirement under the Sixth Directive for VAT to be charged on travel.

Happily the industry has been supported by the UK Government on this and, to date, we have not had to charge VAT on coach and bus travel in this country. While I share your dislike of the German scheme for imposing a tax on coach travel in their country, we do have to accept that there is still some scope for national discretion in the EU.

We, for example, use it ourselves to have a higher rate of tax on alcohol than is generally the case in the EC. This may not endear us to German wine producers!

**CBW**



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## Lucky Jim is doing well

ANY more contenders for coaching's old timers? Step up to the rostrum Jim Perrett, of Perretts of Gloucestershire. The feisty 85 year old hasn't driven for three years, but still keeps his eye in alongside sons Brian and Peter — who provide the day-to-day management. When our diarist spoke to Jim, he'd just been on the phone to one of the company's creditors sorting out an unpaid bill with tactics drawn from 70 years of experience.

Jim doesn't limit himself to coaching, either. He also runs the sub post office, and has done for 44 years. That's a feat which has earned him a certificate, decanter and glasses from Post Office Counters.

Good health has stayed with Jim all his life, with only a minor setback a couple of years ago. When one of his coaching pals wound up in hospital, Jim was soon at his bedside giving him a pep talk. It worked, but days later, Jim found himself in the same bed with a twisted bowel!



## Punctuation is a wonderful thing

IT seems from the rear window of this vehicle that operator Spring of Evesham has found an alternative to the clothes peg on the nose. Or perhaps one can imagine a baking hot day, with passengers queueing in the stairwell to lock themselves in and cool down... time to add a full stop somewhere in the promotional message, we think!

## The wheels of fortune rolling

THE good ideas section of Diary comes up with the occasional whizzo gizmo, and this week has two to tell you about.

The first is one of those ideas that's so obvious, it's unimaginable that nobody has thought of it before now. We're well used to buses plastered with advertising, but what about their hubcaps?

Enter an entrepreneurial Dutch office of bus advertising experts, DMB&B Group, who launched an ad campaign for low-alcohol lager by making beer bottle-top-shaped hubcaps for 200 Amsterdam buses. As the firm's chairman, John Farrell, said, it's not a case of the wheel being reinvented, but being used!

And the second neat idea of the week is a drain inspector that actually goes down the drain. Oh yes.

Blocked drains at coach and bus yards are a real pain. You can dig up half the tarmac to find the blockage... or call in the drain-rodgers to poke out the whole lot. Then again, you could ask Drain Doctor Plumbing to send in the closed-circuit TV camera to find the blockage and identify latent problems.

CBW

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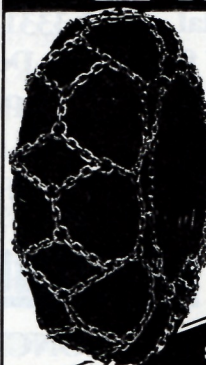
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## LETTER OF THE WEEK



# Small contribution to the great debate



From Allan Elder

Through the pages of your excellent magazine, I would like to make a small contribution to the 'great seatbelt debate'.

I have concluded those individuals and organisations who call for the fitting of seatbelts to buses are people of good intention who are ignorant of the reality of the situation. I regularly drive private hires using coaches fitted with lap seatbelts and, when carrying parties of adults, those who wish to use the belts and those who don't please themselves.

On hires involving children, the children are generally told to put on the seatbelts

by the adults supervising the party. Within 20 minutes of the journey starting, the children are moving around the aisle of the coach or are on their knees on the seats talking to the children in the seats behind.

On vehicles without seatbelts, the situation is precisely the same, even if the supervising adults explain to the children why it is important for them to sit down properly for their own safety.

This is the reality; even if legislation demanded the compulsory fitting and wearing of seatbelts, children would not wear them unless they particularly wanted to.

Why should they? By whom and how are they going to be punished if they don't

coaches for this purpose or will the law accept the responsibility for any accident injury incurred when someone is not wearing the seatbelt? Come on, let's talk! Too much is at stake.

Jean Allen  
Allens of Alfreton  
Alfreton  
Derby

## A welcome headline

From Heather Fogg

'Is it time to re-invent the conductor?' was a welcome heading for passengers to read (*CBW*, 3 February). Many bus users would be much happier with conductors on board. No longer would people need to hold shopping/ children/folded buggy in one hand and have money for the fare in the other as they climb the entrance steps.

The conductor could see that the elderly, disabled or encumbered were seated before telling the driver to move off and could make sure everyone left the bus at the stop they wanted...it could certainly be a much better service for passengers. And it's good to think that a vehicle with a conductor might also travel faster, be better for the environment and be less likely to suffer from vandalism.

The National Federation of Bus Users welcomes, too, *CBW's* concern about the bad behaviour of school children on buses. We also are studying the problem and look forward to learning more from operators. Last Autumn, as part of our submission to the Great Transport Debate, we told Sir George Young that proper supervision of pupils on buses was necessary. We also said it should not be the driver who is required to do this job. How, we asked, can it

Write to: The Editor  
*Coach and Bus Week*  
EMAP Response Publishing  
Wentworth House  
Wentworth Street  
Peterborough PE1 1DS  
or fax 01733 467154



The editor is always pleased to receive letters for publication and will, if requested, publish these anonymously. But please attach your full name (ie first name and surname) and address for our information.



Letter of the week wins a Corgi Classics model bus

wear the belts?

Allan Elder  
Coleraine  
Ulster

## Too much at stake

From Jean Allen

Once again the subject of seatbelts in coaches, minicoaches and school buses raises its ugly head in the media without thought and investigations (Is it to gain new voters for the next General Election?) or does this problem slip through legislation without any thought to the people who work and care for the school children with "hands on" in the situation?

Just who will be responsible for the school children fastening their seatbelts and keeping them fastened? Will local authorities be expected to provide all school buses with escorts, or perhaps the Government will provide the funding needed for this? Or is the driver expected to keep one eye on all the school children and the other on the road?

Are we owner operators going to be held responsible, as usual, for the foolish actions of a school child? Are we also to provide seatbelts for children in wheelchairs? What if there are no anchor points... do we clip belts into the floor tracking? Special needs children will not be able to cope with an accident situation or a fire, especially if the escort is injured and they are belted in. Do the powers that be think we operators have no feelings of responsibility and safety for all our passengers? All these questions must be sorted out before operators go to the great expense of having seatbelts fitted. By the way, what type of seatbelts are legal? Does anyone know yet?

If the law says we have to fit seatbelts by 10 February 1997, will it accept we are not to be held responsible for any injury caused by passengers (adult or child) by not using the seatbelts provided? Do we display a sign in our

be ensured that unsupervised children will actually wear seat belts? Beside the problems of vandalism, there are also parents' concerns about safety, unruly behaviour and bullying when there is no supervision.

We emphasised it makes good environmental sense for children to travel to school by bus rather than by car. However, we also pointed out that passengers often find it unpleasant to travel on a local service bus with a crowd of unsupervised, rowdy youngsters. An environmentally-concerned government should find the money to provide properly trained supervisors for school children on all buses.

Heather Fogg  
National Federation of Bus Users  
Hertford  
Herts

## UK making the rules

From Michael Sagrott

Re eyesight test, new standards (*CBW*, 27 January). I have lobbied Euro MPs, local MPs, John Major, DCT, CPT, BBC Radio's transport correspondent, the Transport & General Workers' Union, and the optometrists' professional bodies. All this during the last 18 months. Maybe if more people had lobbied early enough, this would not have been enforced. But! My point is, my Euro MP told me Brussels is quite happy with drivers only having 3/60 eyesight in one eye and that it is the British Government that is insisting on 3/60 in both eyes.

Michael Sagrott  
Fylde Borough Transport  
Lytham St Annes  
Lancashire



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# The seat of the problem..

**Seatbelts have reached the schools market ahead of the legislation. *Coach and Bus Week* looks at the issues facing seating, and the manufacturers who are addressing this changing area**



**M2 certified: Safety Devices' retrofit seatbelt anchorage**

ONE of the longest established seatbelts manufacturers has warned operators that 'certificates' for the retro-fitting of belts on coaches may be of dubious value.

"Claims that installation certification is available for belts retro-fitted to vehicles not designed for them should be treated with caution," said Victor Adams, director of Securon. "Certification is not required by the Vehicle Inspectorate and, while they may like to see such certificates, they will not make any judgment on the seatbelt installation."

Mr Adams says a number of firms fitting belts are offering certificates but that only certificates showing the name of the insurance company, together with the level of cover and circumstances of insurance are of any value.

Mr Adams said some coach manufacturers such as Plaxton and Van Hool had researched the retrofitting of belts on certain of their vehicles, but other certification might offer no real advantage.

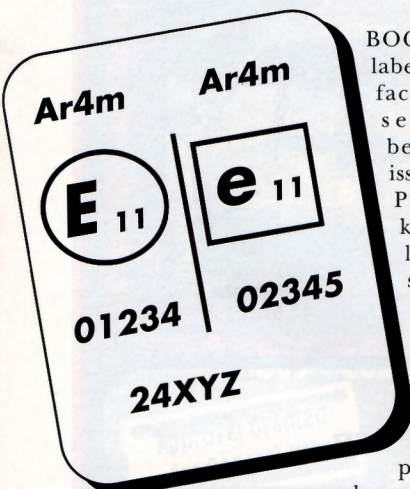
"I believe the company providing the installation service should only offer a certificate supported by a reputable insurance company," he said. "But until a Government department clearly defines 'correctly fitted belts' and says how they should be assessed or checked, doubts remain."

Meanwhile, he believes a positive level of restraint from seatbelts can be provided by using good engineering practices.

The VI confirmed that certification still amounts to no more than a statement. While the VI checks installation if seatbelts are supplied as original equipment, and insists on compliance with 46 and 47 of Construction and Use Regulations, there is no mechanism for checking retrofitted belts, other than checking condition and the area around the mounting point.

"We ask that fitters confirm that the belts have been fitted in compliance with 46 and 47, we cannot and do not check them for the quality of fitting," said the spokesman.

## When is a label the genuine article?



BOGUS belt labelling surfaced when seatbelts became an issue in the PSV market, so labels should be checked carefully by any operator.

If properly approved, seatbelts will

have a label showing a number of codings. At the top of the diagram shown, the Ar4m explains the type of belt in use. The 'E' signifies approval by the Economic Commission for Europe Regulation, and the 'e' relates to the European Directive which applies. In each case, the number (in this case, 11) refers to the approving authority nation (11 is UK).

The approval numbers (a fictional 01234, and 02345) are traceable numbers which can be used to check that approval exists, and should match any certificate provided. The final number (24XYZ) is a fictional example) is the manufacturer's reference number or serial number and, while not obligatory, is likely to be added to any well-known maker's product.

The codes are (in sequence):

A = three or four-point belt, B = two-point belt, C = special (usually a harness belt) r = retractor, and the number refers to:

- 1 = non-locking retractor
- 2 = manual locking retractor
- 3 = automatic locking retractor
- 4 = emergency locking retractor

The approval codes (E and e) are followed by a number referring to the approving authority: 1 = Germany, 2 = France, 3 = Italy, 4 = Netherlands, 5 = Sweden, 6 = Belgium, 7 = Hungary, 8 = Czech/Slovak republics FR, 9 = Spain, 10 = the former Yugoslavia, 11 = UK, 12 = Austria, 13 = Luxembourg.

The Approval number and Serial number are specific to individual agreements and manufacturers.



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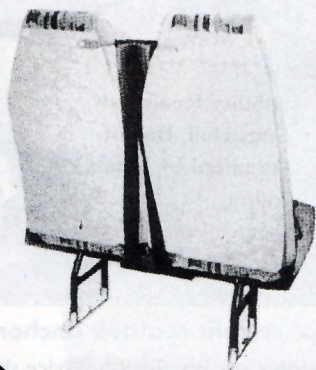
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## Turning regs to an advantage

A PARTNERSHIP between Scandus Design and Senior Flexonics in the West Midlands has come up with the Scanflex range of urban bus seating.

Now commanding the lion's share of the market, Scandus has taken advantage of changing regulation and consumer taste to develop moquette seats which are well up to the rigours of continual use.

The range of Scanflex Urban seating includes contoured, high-back, coach-style seats, traditional bench seating and hybrid designs, using a mixture of steel tube technology and modern, ABS plastics to deter the vandals. The cushions can even incorporate a layer of steel mesh to prevent seat slashing.

It's all been done with rapid reaction to needs such as tip-up seating, used for accessible buses. And a two-year guarantee against failure due to general wear and tear is getting orders from all the major bus builders.

Contact Scandus Design on 01384 401622.

## Vulcan leads the way

ONE of only three current UK seat manufacturers to have achieved M2 certification for its minibus seating, Vulcan Engineering can also boast of being one of the only such firms still in family ownership.

The Halifax-based company, which began life as T Jones & Sons Welding, is now run by the third generation. And it's proving hard for the rest to keep up with the Joneses!

Vulcan was among the first companies to get its products off to MIRA - the ministry research establishment - and its Fortress seat came through in its single and multiple designs at the end of last year.

The seat, with a frame of oval tube, took the massive impacts in testing with three-point seatbelted 'passenger' attached, and yet is the lightest minibus seat in its class. A single seat, for instance, weighs only 17.5 kg.

Now, Vulcan is pressing ahead with similar testing for its Palace coach-style seat, popular with inter-urban buses. The process will take at least 12 months, says Vulcan.



Approved: the MIRA tested Fortress

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Belt Description  
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EEC directive 77/541 C90/628 Approval mark

R16 & 77/541 approval numbers

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Rev. 6/93

COMMUNICATION CONCERNING THE APPLICATION OF THE COUNCIL DIRECTIVE 77/541/EEC OF 28 JUNE 1977 AS AMENDED BY COMMISSION DIRECTIVE 82/319/EEC OF 2 APRIL 1982 AND COMMISSION DIRECTIVE 90/628/EEC OF 30 OCTOBER 1990 ON THE APPROXIMATION OF THE LAWS OF THE MEMBER STATES RELATING TO SAFETY BELTS OR RESTRAINT SYSTEMS (STU)

Approval No: B ell \*77/541 \*90/628 \*0593 \*00

1. Lap belt

2. Trade name or make: CarStyle Safety Products Limited

3. Manufacturer's designation of the type of belt or restraint system: 20001

4. Manufacturer's name and address:  
CarStyle Safety Products Limited  
36 Gratton Road  
Queens Park  
Bedford  
MK40 4EF

5. If applicable, name and address of his representative: Not applicable

6. Submitted for EEC Component Type Approval on: 4 August 1994

7. Technical service conducting the EEC component Type Approval tests:  
BSI Testing

8. Date of report issued by that service: 26 August 1994

9. Number of report issued by that service: V5000618

10. **EEC Component Type Approval is GRANTED for general use**

11. Position and nature of mark: On a label sewn to the webbing

WPCERT90/628/EEC

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## Kitemark launches growth for Carstyle

**G**ETTING its official launch for the first kitemarked seatbelts from transport minister, Steven Norris, helped Carstyle to sales of around 12,000 belts per month.

The Bedford-based business, which is ISO 9002 accredited, was quick of the mark in getting European approval and BSI kitemarking. The result is a series of belts which can be fitted to any vehicle within Construction and Use Regulations 46, 47 and 48a.

Carstyle's managing director, David Lamb, is prepared for the seatbelt bubble to burst, as the bulk of PSVs fall into line and new coaches have belts fitted from new but, before that happens, he believes demand is so great that the component manufacturers may halt production.

"There are two major component manufacturers," said Mr Lamb. "I understand they are both under pressure from demand."

Mr Lamb said the two-year programme of seatbelt introduction for school buses, announced



**Demand: Carstyle's three-point belts**

by Mr Norris, would help spread the load but 80 per cent of councils were now putting contracts out to tender specifying coaches with and without belts.

"From what I gather, most of the tenders for coaches with belts are being accepted," he said.

Carstyle is currently working with vehicle manufacturers to supply approved retrofitting kits and original equipment. Kassbohrer and Caetano Optimo already approve Carstyle products.

 For details, contact Carstyle on 01234 352243.

## Jubilee wins largest UK order for safety vehicles

WEST Bromwich-based Jubilee Coach Conversions has delivered the first six of its new-generation Protect Safety Buses.

The Mercedes-Benz 711D-based vehicles have gone to Humberside County Council as part of the largest order for specialist safety vehicles in the UK, says Jubilee's Mike Holland.

The 18-seat vehicles, part of an order for 28, feature stainless steel roll cages and side impact bars, high-tensile steel floor cages, and fully-tested M3 standard seats, belts and anchorages. They have tow-tier emer-

gency electrical operation, automatic fire safety devices and a US-import escape system as part of more than 30 special safety installations.

The floor of the vehicle has been raised above the wheel-arch height so that access for wheelchairs is unhindered by interior intrusion. Wheelchair anchorages are provided in the floor tracking. They will accommodate up to eight wheelchairs.

 For details of Jubilee's complete range, contact them on 0121 505 2302.

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Coach and Bus Week ending 24 February 1996



# Importance of a fit certificate

**E**LITE Services customers collecting their vehicles after having retrofitted seatbelts are left in no doubt of the importance of the fitting certificate they are to take away. A poster in the waiting room ranks it alongside certificates for MoT, tachograph calibration, insurance and fitness.

Managing director, Dave Nickson, has developed an expertise in fitting seatbelts to coaches over the last two years. It's a retrofit market which has grown from nothing, to one which justifies four dedicated vans on the road to meet the demand from operators. His minibus and coach seatbelt certificate

ed plan to promote seatbelts to school children has not diminished his determination to encourage their acceptance.

Yet seatbelt fitting started as a sideline for the 15-year-old Stockport-based coach operation. As parents and schools insisted on seatbelt-equipped coaches, Mr Nickson first fitted out his own fleet but quickly branched out to satisfy the needs of other operators coming under greater pressure to retrofit to existing vehicles ahead of legislation. The service is available either at Elite's garage or operators can take advantage of the company's mobile fitting service.

Mr Nickson focused on the issue through a coach operator's eyes and is alarmed at the lack of Government-defined standards for belts and their mountings.

He reiterates the advice given by CBW when compulsory fit-



## Seatbelts used must be licensed for PSVs

- "Is the installation covered by insurance?"
- "What make of belts are used?"

Mr Nickson's worry over type of belt and standards of fitting is driven by his concern that certification required by the Vehicle

Inspectorate does not insist on specific standards. This, he claims, leaves the door open for spurious belts and dubious mounting devices.

"What we need is an association of reputable fitters who can give the minibus and coach seatbelt certificate credibility by laying down precise standards," said Mr Nickson.

"Surely the insurance companies should be aware of the dangers of the job not being done properly?"

Peter Carol of Bristol is one of Mr Nickson's satisfied customers. Manager Matt Collis said he was pleased with the service and professionalism. "The more you talk to him the more you appreciate that he knows his business," said Mr Collis.

● **Contact Mr Nickson of Elite on 0161 480 0617 or fax 0161 480 3099**

**'We need an association of reputable fitters,' — Dave Nickson of Elite Services**



## Dave Nickson: calling for seatbelt standards

confirms that the belts are approved by ECE16 EEC 77/541 and have been fitted to comply with Construction and Use Regulation 46/47. It is also backed by special insurance. He fits Carstyle belts.

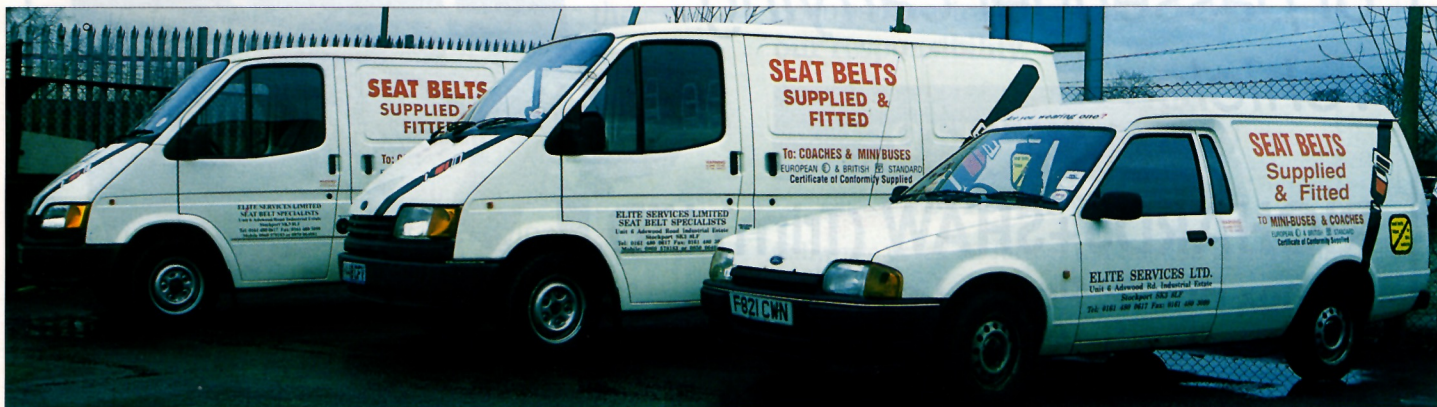
His commitment to seatbelts is matched by a wealth of ideas to boost acceptance and standards. He is calling for an association of reputable fitters and wants insurers to recognise high standards of installation. An abort-

ment of seatbelts in coaches and minibuses first surfaced (CBW, 3 June 1995).

As pressure mounts to get belts fitted ahead of the 1997/1998 deadlines Mr Nickson warns of the perils of making an unsuitable choice of belt — or mounting.

He says operators should ask three questions before making a decision:

- "Are the belts licensed for general use (that includes PSVs)?"



**Elite's mobile retrofit service enables the fitting of coach and minibus seatbelts to be taken to the operator**



# Experience shows



WITH 16 years in the game, Richards and Shaw is among the UK's most experienced seat manufacturers.

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"The Xcel was a bit of a belt-and-braces seat," says sales director Ray Maybury. "Using lighter components, we have achieved M2 with the new Xcelite, which meets 76/115."

The Xcelite comes with seatbelt fitted as standard, and with optional loop grab rail, headrest and armrest. At present, it's undergoing seat contour modification, but is expected to be on sale by the end of the month.



Contact Richards & Shaw on 01384 633800.

# No compromise on safety

NATIONWIDE Seatbelts set out to provide a quality service from its inception two years ago — the brainchild of engineer John Giles and classic car re-trim expert Derek Lawrence.

The Essex firm now boasts that it will not tackle seatbelting on any vehicle if its directors wouldn't put their children on that same vehicle. It's an exacting standard which, for one in five coaches, means the vehicle making the trip to Nationwide's workshops for modification.

"I'm quite happy to turn away business rather than compromise safety," said Mr Giles. And no wonder. In addition to Nationwide's certification, it has £5 million liability cover from its insurers.

All Nationwide belts come from reputed manufacturer Safetex and, in the case of the favoured retractor belts, take around 20 man hours to fit in a full-sized coach — double this for some older vehicles. Why retractors?

"You want passengers to wear them, don't you?" says Mr Giles. "Apart from being safer because they self-adjust, retractors stay much cleaner than loose belts, and nobody wants to put a dirty belt against their clothing."



Contact Nationwide on 01621 869088 for more information.

Richards and Shaw Xcelite has M2 certification

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**W**ORRIES that passengers may be unfamiliar with a coach's seatbelts, and have trouble releasing them in an accident, can be allayed by fitting Securon's Twin-Release Buckle.

Seatbelts are usually fitted with either a top or side release button, but Securon's new product has both on the same buckle. Not only may this help the passenger, but may also suit vehicles where close, adjacent seat squabs or other obstructions on certain seats prevent access to the side release button.



**Twin-Release for awkward gaps**

Securon has targeted the coach and minibus market with a variety of products, from four-point harnesses to simple, loop-fixing lap belts. In association with RoSPA, it has also produced a guidance booklet to seatbelt types and their safe fitment.

As most operators are aware, the major problem is the belt or seat anchorage, and Securon have tackled this area by producing an anchorage point kit for minibuses. The six-part unit is two mounting plates secured by coach bolts which 'sandwich' relatively thin flooring to provide a tougher anchorage for the belt's  $\frac{7}{16}$  UNF anchorage bolts.



For full details of Securon's product range, phone 01494 434455.



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**Fiat's Ducato Maxi van, converted by Devon, has as much oomph as many cars, says Mark Williams. But does it make an ideal minibus?**

# The Italian stallion

**I** ALWAYS wanted an Alfa Romeo - a 33 Cloverleaf to be precise. Not that anyone would notice if I bought one.

Alfas are like much mainstream Italian motor engineering; hardly the kind of vehicles which stand out, but outstanding on the road. And so, I have to say, is Fiat's Ducato Maxi 14 minibus, converted by Devon Conversions.

This nifty 11-seater based on the short-wheelbase Ducato van has 2.5 litres of growling, turbocharged diesel under the bonnet. Pushing out 110 bhp, and more significantly, 256 Nm of torque, it pulls like the proverbial Italian thoroughbred but turns in 25mpg.

Very few gradients require you to change down - and then only to fourth - and the vehicle is very happy buzzing along at the legal limit without a hint of strain. Far more importantly, the Ducato is a joy to drive - fairly quick through the gears with controls as light as any car's. Roll is well under control, with

no obvious steering glitches to surprise the unwary.

So that is the first impression of the Ducato. The second impression is that you are sitting in a van for, despite having (almost) no quibble with the quality of seating and other equipment fitted at Devon's workshops, the interior environment provided by Fiat was clearly not designed for people.

The conversion we tested had only the

driver's heating system. It was adequate for the driver but, in sub-zero temperatures, all my eight passengers complained they were bitterly cold. Any operator would be well advised to fit supplementary Eberspacher or Webasto systems.

Then there was the ride quality. In the front seats, and those in front of the rear axle, the ride was pleasant, even if the damping was a little fierce. But anyone who sat in the rear seats in the rear overhang suffered from motion sickness.

All of which begs the question: "Why buy one?" The answer lies in a more careful examination of the Ducato's good points...chiefly the impressive engine and front-wheel-drive transmission.

The Ducato is a reasonably narrow minibus with an impressively tight turning circle. With relatively little rear or front overhang, it's easy to manoeuvre into tight spaces. That's true of many vehicles in its class, but most have far punier engines.

In towns and cities, something less than two litres, normally aspirated, is more than enough. But on country roads, in hilly districts, with a full load, you could quickly find such an engine's limitations.

In practical terms, the 2.5-litre turbo has no limitations. It pulls away with ease in second gear, third hauls it unceremoniously from the city speed limit to 40 mph or so and, in fourth, you can sit back and relax at any speed from 30 mph to 60 mph. Fifth is at a pleasantly high ratio for the open road (good for 90 mph-plus on the test track!), and whenever you want to save fuel.

The gearstick is a stub selector mounted on the dashboard. I loved it. Shifts using it are very relaxed, and it clunks positively into position. The foot controls are pleasing to use and, strange as it may sound,



**Ducato's saloon needed a supplementary heating system**





**High-sided but aerodynamic, the Ducato returns an impressive 25mpg on mixed driving, and handles beautifully**

are where your feet expect to find them. Some RHD imports have the pedals positioned where they reduce engineering costs.

Most of the knobs and dials are also in the 'right' place and functional, though the main/dip beam lever beneath the indicator stem may take some getting used to. Extra equipment courtesy of Devon Conversions includes excellent dual, fluorescent/tungsten saloon lighting.

However, I was unimpressed by the supplementary side-door step. Having collected a mound of road grit, it was hard to slide (manually) into position and, when returned, refused to extinguish the 'step out' warning light on the dash.

I suspect the plunger switch had moved out of place, or the step's sliding rails were too clogged to allow the step fully home, despite having been rigorously pressure washed.

But perhaps the fault which gave me the most irritation was one which Fiat can 'own'. The doors did not fit.

They appeared to close quite healthily but, when I got to any speed, passenger and driver were treated to glimpses of daylight around the rubber door seals. True, the rain didn't flood in, but the wind noise did.

I am willing to believe the Ducato I tested was a 'Friday car' but, having highlighted the problem, suggest that anyone looking at buying one should check to see which day of the week it left the factory...



## Specification

|                   |                                                                                                         |
|-------------------|---------------------------------------------------------------------------------------------------------|
| Vehicle:          | Fiat Ducato Maxi (short wheelbase)                                                                      |
| Conversion:       | Devon - 12 seats (including driver)                                                                     |
| Price:            | from £17,247                                                                                            |
| Engine:           | Fiat 2.5 litre TDS                                                                                      |
| Power:            | 110 bhp (80 kW) @ 3,800 rpm                                                                             |
| Torque:           | 191 Lbf ft (256 Nm) @ 2,200 rpm                                                                         |
| Gearbox:          | Fiat five-speed manual                                                                                  |
| Clutch:           | single plate - mechanical operation/automatic adjustment                                                |
| Steering:         | hydraulic power assisted                                                                                |
| Brakes:           | dual-circuit hydraulic system with vacuum boost<br>front: discs<br>rear: drums<br>handbrake: mechanical |
| Front suspension: | independent, MacPherson-type                                                                            |
| Rear suspension:  | leaf spring type                                                                                        |
| Drive axle:       | front wheel drive through half-shafts, differential and CV joints - 5.168:1 ratio                       |

## PERFORMANCE

|                        |                                                                            |
|------------------------|----------------------------------------------------------------------------|
| Acceleration:          | 0-30 mph - 6 secs<br>0-50 mph - 13 secs<br>50-70 mph in top gear - 10 secs |
| Fuel economy:          | average consumption - 25 mpg                                               |
| Noise levels at 70mph: | front - 78 db (A)                                                          |



**Dash layout and neat gearshift**





NEOPLAN

## Cityliner is a dream come true

IT'S a dream come true for Travelrich partners Richard Osborne and his father, David, as they embark on the 1996 season with a second coveted former-Parry's International Neoplan Cityliner.

The four-year-old three-axle coach is "only just run in" according to Mr Osborne, who bought direct from Dave Parry. However, a repaint was part of the deal and dealer SJ Carlton completed the change of identity ready for the Cityliner going on the road earlier this month.

Clacton-based Travelrich remains a two-vehicle operation: "I can keep two under control," said Mr

Osborne. Last year its first Cityliner, its second coach, joined the ex-Kenzies Van Hool/Volvo which is replaced by the tri-axle.

Is such an ambitious purchase justified for such a small company? "We only do nice touring work and it does get us the sort of business we want," said Mr Osborne. "Perhaps more than you'd expect."

"We're very lucky being able to get the image we wanted. In fact, I've just finished re-reading Mike Morgan's roadtest on the Cityliner demonstrator. When I first saw it I thought I would like one of those one day... now it's happened."

CRYSTALS CONVERSIONS

## Merc-based Enterprise the solution

WHEN Crystals Coaches of Dartford needed six 28-seat service buses for London Transport Buses tendered routes it turned to the Doncaster factory of its sister company, Crystals Conversions.

Based on Mercedes-Benz chassis cowl, the buses have seven-metre Crystal's Enterprise body-

work which is certified for 11 standees.

Crystals' coachbuilt Enterprise is available on M-B 709D and 711D. The company also offers the new Iveco 40.10 conversion with 18 seats and is converting on the Peugeot Boxer with front-wheel drive, and low floor.

When coupled to Crystals Lowerable suspension, the Boxer's entrance height is reduced by eight inches.

Close relationships with LDV mean that talks are currently under way with the factory about conversions on Project Bulldog to be commenced later this year.

In a separate development Crystals is one of only three UK converters to build on Renault's M2 tested floor. First vehicle was a high-specification minicoach and the second a wheelchair accessible version.



KIRKBY

## First Pre for Mess

Two 350-bodied B  
seatbelts on all sea  
glazing join fa

LONG-standing Cumbrian coach company, Messenger's of Aspartria, has added its first Plaxton Premieres to its modern fleet.

Supplied by Kirkby Coach & Bus, the new additions are two Plaxton Premiere 350-bodied Volvo B10Ms with 49 seats fitted with seatbelts on all seats and, when the toilet is demounted, seating increases to 53.





## Premieres Messenger's

OMs complete with  
ts and tinted double  
family operation

by Mike Morgan

Tinted double-glazing is included in the standard body specification, and the Premieres are equipped with video, TV monitor and hot water boiler as part of Messenger's policy of providing a high quality of service.

Messenger's is still very much a family company, with Bill

and his wife Jane at the helm while their daughter Melanie organises trips, tours and excursions. Mr Messenger, whose father founded the business in the 1950s, said: "We undertake all types of work. This includes British and European holidays for

major tour operators as well as our own programme of British and Continental tours, excursions and day trips, plus private hires which are an equally important part of our business.

"Most of our front-line coaches are Volvo B10Ms as I

think their reliability is second to none, while the local Volvo commercial dealership provides excellent service. We decided to try the Premieres from Kirkby because they represented a good value-for-money package and they could deliver the vehicles quickly."



## ALEXANDER

### Fleming wins £20m worth of business

JOHN Fleming, executive chairman of Mayflower-owned Walter Alexander, has returned from the Far East with more than £20 million worth of confirmed orders for the Falkirk-based company.

All but 25 of the 373 double deckers included in the orders will be delivered this year; the remainder will enter service in the first quarter of 1997.

Bus companies throughout the Far East are ordering large quantities of vehicles. Hong Kong and Singapore are currently highly competitive environments for bus manufacturers.

Alexander's customers include: Kowloon Motor Bus — 100 11-metre and 78 12-metre; China Motor Bus — 20 12-metre; Singapore Bus Service — 150 12-metre; Hong Kong Citybus — 25 12-metre ckd kits in addition to

50 buses ordered last November.

Recent UK customers for Alexander include management-owned Metroline of Harrow, which is taking 22 Euro 2-engined Volvo Olympians with R-type dual-door bodywork.

The vehicles will be delivered in the last quarter of 1996 and will be allocated to route 52, which operates between Victoria and Willesden.

Metroline inherited the former London Coaches-operated 52 and a fleet of ageing Titans when it took over Atlas Bus last year.

Managing director Declan O'Farrell said: "We're delighted to be buying our first new double deckers since privatisation. Route 52 is one of our busiest services and the new buses will bring higher standards of comfort for our passengers."





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(60843/BE)

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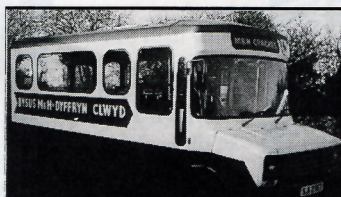
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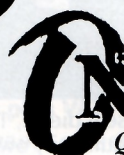
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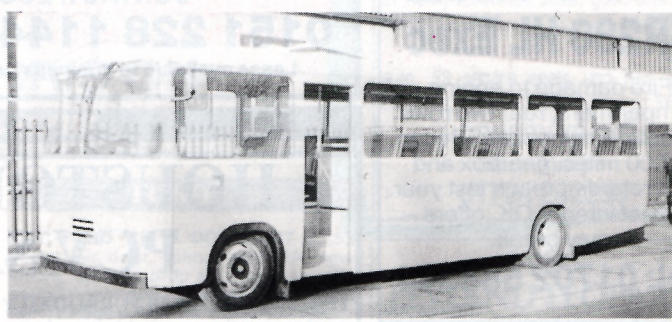
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**1987 LEYLAND TIGER**, very upmarket service buses, Ex-MoD, 52 high back leather or velour seats, tinted glass, TL11C engines, ZF 6-speed gearboxes, very low mileage, PSV full year, superb condition throughout, choice of 3. **POA**



**BEDFORD MARSHALL**, Ex-MoD, 24 seat bus, 330 engine, 5 speed, very clean, low mileage, choice of 3. Also 20 seat Bedfords, choice of 2.



**FORD TRANSIT**, 15 seat diesel, 1991, power steering, PSV tested, low mileage, authority owned and maintained from new, **£8,750 + VAT**

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Coach and Bus Week ending 24 February 1996



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- 'G' OPTARE CITY PACER, 25 seats or 16 seats/4 wheelchairs
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- 'G' LDV, 16 seat, Welfare
- 'L' VW T4, 11 seats
- 'L' LDV, 16 seats, with TV, video

All makes of vehicles supplied and converted to customers spec  
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(60586/MB)

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**5 x Dodge 50 Series**, 25 seat mini-buses, Perkins 4 cylinder  
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**£4,400 inc. tyres plus VAT**

**2 x Freight Rover Sherpa**, 20 seat mini-buses, Ford 2.5 DI  
engine conversion, Carlyle 2 body, power door, MoT expiry  
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**£4,200 inc. tyres plus VAT**

**6 x Mercedes Benz 608D mini-buses**, selection of bodies,  
power doors, 20 seats, MoT's vary between March 1996  
to July 1996.

**£4,200 inc. tyres plus VAT**

Contact R. Edwards on  
**01633 838854**

(60842/MB)



MINIS & MIDIS



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## NEW STOCK

- 814 MERCEDES PLAXTON, 33 seats, deep boot, luxury, power door
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- 609 MERCEDES VAN CONVERSION, 24 seats, power door, luxury, power door
- 711 MERCEDES, 24 seats, van conversion, luxury coach spec, power door

## USED

- 1994 MERCEDES 208 TRAVELINER, 12 seater, very clean, low mileage
- 1993K 814 MERCEDES PLAXTON, 33 seats, luxury
- 1990H TOYOTA OPTIMO, 21 seats, luxury, tv, etc
- 1987 MERCEDES 609, 18 seats, van doors, would suit tail-lift
- 1986 MERCEDES 307, 12 seats

(60802/MB)

BRIDGE STREET, NEWBRIDGE, NR EDINBURGH  
CONTACT JOHN LEITCH on 0131-333 2001  
or EVENINGS 01357 521888



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- 1995 MERCEDES 811, manual, 29 seat, D.P. coach seats, boot, luggage racks, power door, full service entrance, immaculate, all over white.
- NEW MERCEDES 811, manual, 31/33 seater, full service spec, Diptac features, air doors, immediate delivery.
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(61779/MB)

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22-25 seat service bus. 4 and 6 cylinder. Manual and auto. Long test. Wide choice.

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## Leyland Daf 400 LWB H/roof PAS Diesel lux h/spec minibus,

16 high back seats on tracking, soft trim, tinted windows, parcel racks, quad vent. rear saloon heater, lowered entrance step, radio cassette + 8 speakers, 4 interior lights with dim facility etc.

Price £18,995 + VAT+RFL.

As above Turbo

Price £19,995+VAT+ RFL.

Merc 412 Sprinter, luxury high spec, 16 forward facing seats independent heater £28,995 + VAT.

Ford Transit - Luxury 14 seat minibus, power steering, diesel. £19,995 + VAT.



Tel: 0161-406 9322 / 0161-456 9747 (eve-wkd)

(61879/MB)

TALBOT EXPRESS, diesel high-roof minicoach, 'A' reg, 14 high back seats, tested September 1996, one owner, low mileage or 10 seats + 1 wheelchair, with ramps, side hinge door, body & mechanics in excellent order, £3,500. Tel. 0191 488 1559. (61789/MB)

TALBOT TRI-AXLE SERVICE & DUAL PURPOSE, long test, 90, from £5,000. Tel. Blythswood Motors on 0141 221 3165 or 0141 639 6107 evenings. (61203/MB)

1989 MAZDA 2.2 DIESEL, 14 seat PSV, MoT October 1996, white, new tyres, excellent condition, £3,550 + VAT ono. 1982 PSV FORD TRANSIT, 14 seater, petrol, MoT Nov 1996, offers around £1,000 + VAT. Tel. 01823 442736 (Taunton). (60832/MB)

FORD TRANSIT, 1986, 2,000cc, petrol, automatic, seatbelts fitted, 14 seats, low mileage, v.g.c., PSV August, £3,450 ono. Tel. 01703 466048. (60855/MB)

Coach and Bus Week ending 24 February 1996

FOR



TOYOTA

OPTIMO

NEW TOYOTA OPTIMO III GL, 21 seats, grey interior, finished all white, immediate delivery from stock. ORDER FROM US NOW AND BEAT THE PRICE INCREASE!

- 1992 K TOYOTA OPTIMO II GL, 21 seater + courier, radio, grey interior, finished all white, MoT Nov 1996.....£29,500 + VAT
- 1988 F TOYOTA OPTIMO GL, 21 seater + courier, red interior, fitted radio, MoT Nov 1996.....£16,500 + VAT
- 1987 E IVECO 35.8 DIESEL COACHCRAFT, high roof, 12 hi-back moquette coach seats with racks, clean throughout.....£1,600 + VAT

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TOYOTA PARTS AND SERVICE - Contact Bryn Taylor (0116) 259 2131 (61778/MB)

Y Reg

## BEJA

18 seater minicoach, MoT December 1996, in daily use, smart interior, recent new engine, any trial.

£3,500

Tel: 0161 736 5255

(61773/MB)

DODGE 50, Reeve Burgess, PSV cert, 14 seat tracking, tail-lift, very clean, 5 speed, PAS, low mileage.....£4,000 + VAT

VW LT31, ex-Health Authority, hi-roof, belts, fold flat rear lift, 60,000 miles only, 1985, petrol, 5 speed, very good, new Class 5 test.....£3,000 + VAT

DONALD MARTINDALE LTD CHORLEY

Tel. 01257 263504

(60826/MB)

1988 TALBOT EXPRESS PULLMAN 2.5 TRI-AXLE DIESEL, 22 bus seats, £6,000 ono. Tel. 01698 261490. (61788/MB)

## NEOPLAN

## Trathens

## 1990 MERC SKYLINERS

3 x 1990 'H' manual V8, twin turbo, 77 seater

£109,000 each

Prices allow for part exchange.

(61866/NE)

Supplied with a minimum 9 months MoT painted in your livery.

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Mercedes V10, 1990, vehicle in excellent condition, everything works + ready for season.

£119,000 ono

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0181 300 7606

0181 302 2908

0181 309 0971

(60639/NE)

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75 seater, T.V. Video, Toilet, Fridge, Served etc.. Mercedes V10, ZF manual. Ready for start of season.

£75,000

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(61783/NE)

## OMNI

1990 OMNI, PSV/wheelchair, power door, fitted 12+ w/chairs, Perkins diesel ZF, could be 16+ w/chairs or 6 seated + 5 wheelchairs, low mileage. Tel. Blythswood Motors on 0141 221 3165 or 0141 639 6107 evenings. (61204/OMN)

## OPTARE

## OPTARE CITY PACERS

1987 D & E Reg

VW LT55 chassis, manual gearboxes, 21/25 bus seats, 7 standees, power door, long MoT. Choice of 3. Ready to go to work.

£5,750 + VAT

For more information telephone Bob Manton or Chris Gee on 0113 264 5182

(60845/OPT)

## PLAXTON

FOR SALE, 53 reclining Plaxton seats + drivers seat, grey stripes, reasonable condition, £500. Tel. 0117 9710657.

(61772/PLA)

## SETRA

## SETRA S215 HR

1988, 49/53 reclining seats, toilet, fridge, hot drinks, video, carpets, curtains, retarder, ABS, P/P, excellent condition. Only one left.

£62,500

PART EXCHANGE CONSIDERED

Tel. 01548 853081

(61784/SET)



## SCANIA

**AVAILABLE FOR IMMEDIATE DELIVERY**  
**NEW SCANIA K113 VAN HOOL ALIZEE, 49/53 R. seats**  
**NEW SCANIA K113 CENTURY, 49 R. seats, air con**

### USED SCANIA

**1992 K SCANIA K93 PLAXTON PARAMOUNT 3200**, 53 recliners, radio/PA/cassette.

**1990 G SCANIA K113 PLAXTON PARAMOUNT**, comfort shift gearbox, Telma, 53 recliners, courier, d/glazed, radio/PA/cassette, white.

### VOLVO

**1991 VOLVO B10M PLAXTON PARAMOUNT 3500**, 49 recliners, toilet, radio/PA/cassette.

**1988 VOLVO B10M PLAXTON PARAMOUNT 3500**, 49 recliners, toilet, radio/P/A cassette.

### OTHERS

**1988 E NEOPLAN SKYLINER**, 77 seats, toilet, radio/PA/cassette.

**1986 C NEOPLAN SKYLINER**, 77 seats, toilet, radio/PA/cassette.



Reliable Vehicles Limited

**SCANIA** SCOTTISH DISTRIBUTORS

TELEPHONE: 0131-333 2362 FAX: 0131-335 3158

(61992/SC)

## 1990 SCANIA 113 Plaxton 4000 D/D

69 recliners, full executive, MoT Jan 1997, available now with work.

*For further details*

**Tel. 01423 888194**

(61782/SC)

'86 SCANIA, Plaxton 4000, 71 retrim seats, manual 10 speed, £38,000. Tel. Blythwood Motors on 0141 221 3165 or 0141 639 6107 evenings. (61206/SC)

**CAN YOU READ THIS.....SELLING YOUR UNWANTED VEHICLE??** Then remember that CBW is the only magazine that is fully requested and PAID FOR (interesting to note that the UK Coach and Bus Industry chooses to pay for CBW despite there being free competitors!). For how CBW can help you, call Chris on 01733 467147.

## VOLVO

## WILSONS COACHES LTD

**1990 VOLVO B10M VAN HOOL**, 53 reclining seats, rear sunken toilet, continental door, drinks machine, double glazed, wired for radio/TV, MoT 10/96. Choice of 2 .....£82,000

**1989 VOLVO B10M VAN HOOL**, super high, 51/53 reclining seats, centre sunken toilet, water boiler, fridge, wired for TV and video, MoT 3/97 .....£75,000

**1988 VOLVO B10M VAN HOOL**, super high, 51/53 reclining seats, centre sunken toilet, water boiler, fridge, wired for TV and video, driver's bunk, MoT 5/96 .....£70,000

**1988 F VOLVO B10M VAN HOOL**, 52 reclining seats, rear floor toilet, wired for TV and video, MoT 1/97 .....£65,000

**1986 VOLVO B10M VAN HOOL**, 52 reclining seats, rear floor toilet, wired for TV and video, MoT 10/96 .....£45,000

**Tel: 01555 840249**

(60827/VO)

**VOLVO B58**, 1981, Plaxton Supreme 4, Paramount front, 53 recliners, 6 speed ZF, curtains, 12 months MoT, £12,500 + VAT. Tel. 01706 47774 (Rochdale). (60851/VO)

'86 B9M, choice of P.S.V. airport spec, 32 side seats + standees or 38 seated face forward + 18 standees. Tel. Blythwood Motors on 0141 221 3165 or 0141 639 6107 evenings. (61205/VO)

## SERVICE BUSES

# Northern bus

Northern Bus Company Limited

**SERVICE BUSES** - A selection of twelve buses for sale due to fleet reorganisation: **BRISTOL VRT** - P,R,S,T registered, Gardner and Leyland engines, most with long or full tests, all ECW lowbridge bodies, many with new units.

**LEYLAND LEOPARD** - X and Y registrations, ECW and Willowbrook bodies. These are not the usual rubbish having had recent body overhauls. S/A, express doors and service bus seats fitted. Long tests.

All in very tidy condition, most with retrimmed seats and available painted in your colours if required.

Priced from £4,000-£4,995 plus tyres and painting.

**Contact Mick Stafford (Sheffield) 01909 562618**

(61792/SB)

## VOLVO

## CLARKES OF LONDON

placed an advert to sell Volvo's in the 17th February edition of **Coach and Bus Week**.

The vehicles were sold by Monday 19th February, proving yet again that CBW is the place to sell.

**1980 B58, Duple Dominant II**, 53 seats, semi-auto, tested until Dec 1996  
**£8,100 + VAT**

**1981 B58, Duple Dominant III** (Slanted windows) double glazed, automatic gearbox  
**£11,000 + VAT**

**Tel: 01946 861940**  
 (Cumbria)

(60791/VO)

**1995 B10M VAN HOOL ALIZEE**, 48 seats, full specification including Telma, toilet, videos, power centre door, air conditioning, alloy wheels and much more, £155,000 + VAT. Tel. 01922 414576. (61791/VO)

## Coach and Bus Week

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## VEHICLE SALES MISCELLANEOUS

## B & D HOLT LTD

'F' MERCEDES 709D, 20 seater, service spec + 5 standees, wheelchair facilities, air bags, tested, choice of 2 .....£14,950

'G' OMNI, 20 seater, service spec + standees, wheelchair facility and air bags, choice of 8

'E' RENAULT DODGE SERVICE BUS, 50 Series, 25 seater + standees .....£4,500

'J' LEYLAND DAF, 200 Series, 12 seater .....£4,250

**DEANE ROAD, BOLTON**  
**Tel. 01204 525835**

**LEASE, FINANCE AVAILABLE**

(61787/VSM)

**DAF BOVA FUTURA FHD**, 1989 PP, 49 recliners, courier seat, double glazed, drinks, radio/PA, centre sunken toilet, MoT Dec '96 .....£79,950 ono

**VOLVO B10M**, 1989, PP, 2 TV's, video, radio/PA, drinks, centre sunken toilet, bunk, MoT Dec '96 .....£53,950 ono

*Both above in good condition and ready to work.*

**Tel. 01642 555669**  
**or 0831 303202**

(60869/VSG)

## DUE TO FLEET REPLACEMENT

*We have for sale:*

1989 F reg, LEYLAND SWIFT, 31 seater, Elm coach, MoT June '96, red .....£20,000 ono

**ESSBEE COACHES**  
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(60879/VSG)

Estd. 1983

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Coach and Minibus Sales and Rental

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CONTACT: DOUGLAS TELFER

FAX: (01698) 860778

(61011/MB)

Coach and Bus Week ending 24 February 1996



# FOR SALE VOLVO B10M PLAXTONS

## SOLID DEALS FROM A GOOD HOME

### SPECIFICATIONS

All have been retrimmed recently.  
All are fitted with Telmas. All have full working PA, Radio and cassette system. All Paramounts have courier seats. Most have been refinished white. Those that have not, can be refinished to your choice of base colour. All have very long MoT's.

### COACHES

All these high specification coaches have been owned by us from new.

1982 Plaxton Supreme  
53 seats Choice of 2  
£25,000 + vat

1982 Plaxton Viewmasters  
51 seats Choice of 2  
£27,000 each + vat

1984 Plaxton Paramount  
49 seats Choice of 2  
£40,000 each + vat

1984 Plaxton Paramount  
49 seats Choice of 2  
£40,000 + vat

1985 Plaxton Paramount  
53 seats. Choice of 2  
- ONLY ONE LEFT.  
£42,500 each + vat

**ALL SOLD**

**SOLD**

All fitted  
with  
seatbelts

**TAPPINS**

**COACHES**

**DIDCOT, OXFORD  
01235-819393**



# A W GROUP

Station Road, Ratby,  
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Tel: (0116) 2387741 Fax: (0116) 2387128



We are pleased to announce that we can offer delivery on a limited number of IVECO EURORIDER with BEULAS luxury coachwork for August/September delivery. For more information on this and other IVECO products please make contact. We are very obliging!

## A SELECTION THIS WEEK...

1993 VOLVO B10M, Plaxton Premier 3200, 53 reclining seats and courier seat, mint condition, choice of ~~three~~ two.  
1991 'J' TOYOTA, Caetano Optimo, 21 seats, single monitor and video, fridge, water boiler. A superb example of this very popular model. Exterior re-painted white. A special lease package available with this vehicle.  
1990 MERCEDES 811, Automatic, Reeve Burgess, 33 seat bus spec, plus 6 standees, very clean and tidy, ready to work.  
1990 DAF SB3000, Caetano Algarve II, 51 reclining seats and courier seat, wired for video, rear nearside saloon toilet, very long MoT, immaculate condition, available immediately.  
1989 FREIGHT ROVER, Carlyle Bus Spec, 20 seater plus 5 standees, parcel racks, choice of two, re-painted in white. Long MoT's.  
1987 LEYLAND ROYAL TIGER, Van Hool Allizee, 51 reclining seats and courier seat, rear saloon toilet. Very long MoT. Exterior white.  
1987 OPTARE CITY PACER, Volkswagen diesel, bus spec, 25 seater.  
1987 IVECO 315 Caetano Algarve, 28 reclining seats each with lap security belts, courier seat, wiring for video, water boiler, complete re-trim, MoT 11.01.97.  
1986 MERCEDES 608D, Reeve Burgess conversion, 20 bus seats, MoT 09.12.96.  
1986 SETRA S228D, Double Deck Coach, 74 reclining seats, crew seat, toilet, water boiler, video, monitors. Available immediately. Dateless registration plate. Can be painted in your own livery.  
1986 BEDFORD YMPs, Plaxton Paramount 3200, express doors, 35 passenger seats and 2 tables, MoT 18.06.96.  
1986 DAF MB230, Duple 340, 53 reclining seats, toilet, water boiler, tv, monitor and video.  
1983 LEYLAND TIGER 245, Plaxton 3500, manual gearbox, 49 reclining seats, courier seat, rear offside continental door, toilet, water boiler. Sold with new MoT.  
1983 FORD R1114 Duple Dominant IV, recent re-trim seats, 53 seater, power door, MoT May 1996.  
1982 VOLVO B10M PADANE, 49 reclining seats and courier seat, continental door and steps, centre sunken toilet, aircraft type racks, retractable TV monitors, long MoT.  
1981 VOLVO B58 12 metre, Plaxton Supreme, 57 seater, power operated door.  
1979 VOLVO B58 12 metre, Plaxton Supreme, 53 seater with courier seat, power operated door.  
1976 BEDFORD PJK, Plaxton Supreme, 29 seater, power door. MoT 02.06.96.

## IVECO BUS

(59295/VSG)



The coaches are all in mint condition. They have full maintenance records and are probably the best used coaches on the market today.

Finance and repainting available and I will listen to offers.

Tel: Medway  
(01634) 377577



BOVA FUTURA, 51/55 recliners + courier seat, double glazed, radio/PA, demountable toilet, coffee machine, drivers bunk, long range fuel tanks, full Suttrak air conditioning.  
1 1989 £87,500 1 1990 £92,500

BOVA FUTURA, 51/55 recliners + courier seat, double glazed, radio/PA, video, fridge, coffee machine, demountable toilet, full Suttrak air conditioning.  
One sold 2 1990 £92,500



BERKHOF EXCELLENCE 1000, MAN 11.190, AUG '93 L, 33 Vogel recliners + courier seat, radio/PA, double glazed, video, fridge, coffee machine, rear saloon toilet, Webasto, full Suttrak air conditioning.  
£109,500



A RARE OPPORTUNITY TO PURCHASE THESE 1994 L REG BOVA FUTURA HIGHLINES 2 - 55 recliners + courier, double glazed, air con, Webasto, radio/PA, video, fridge, coffee machine.  
£129,500  
1 - 51/55 recliners + courier, double glazed, air con, Webasto, radio/PA, video, fridge, coffee machine, demountable toilet.  
£132,000

(60825/VSM)

## FOR SALE

- 13 Leyland Nationals MK I 49 seats 11.3 metre, 11 have current MOT certificates.
- 3 Leyland Leopards 1976 Alexander Bodies, 53 seats - one with current MOT certificate.
- 2 Ford Iveco Minibuses 23 seats 1989 Carlyle Bodies, Automatic Gearbox - one with current MOT certificate.
- 1 Ford Iveco Minibus 21 seats 1987 Robin Hood Body Automatic Gearbox - current MOT certificate
- 3 Sherpa Minibuses (2 x 18 seats, 1 x 20 seats) (2 x 1987, 1x 1988) Carlyle Bodies, 2 have current MOT certificates

Details from Gordon Cheek, Engineering Director, Essex Buses Ltd.  
Telephone 01245 256151

Tyres are on contract with the exception of the Minibuses, so prices tendered should exclude tyres, unless Minibuses.

## Essex Buses

## DUE TO END OF SEASON FOR SALE

1992 Mercedes 814 Beaver Coach  
33 seats, forced air ventilation, curtains, carpets & PA system  
£36,500 + VAT  
NOW £35,000  
1982 Leyland Leopard Duple Dominant III  
53 seats, semi automatic, 5 speed, recent exchange engine, two tables  
£9,500 + VAT  
NOW £8,500  
1984 DAF SB2300  
53 seats, forced air ventilation, curtains, carpets & PA system plus seatbelts (ideal for School Contracts)  
£22,500 + VAT  
NOW £21,500  
1985 VOLVO B10M AUTOMATIC  
53 seats, forced air ventilation, curtains, carpets & PA system plus seatbelts (ideal for School Contracts)  
£36,500 + VAT  
NOW £35,000  
Telephone: 01923 210039  
Fax: 01923 245842

(60847/VSM)

## ABBAY EXECUTIVE TRAVEL

1990 H FORD TRANSIT 2.5 DI, 14 seater executive, high back seats, seat belts, tinted glass, 4 CII stereo, etc, tested May '96 .....£6,000  
1989 G FORD TRANSIT, 9 seater GL minibus, two owners, good condition and value, tested Dec '96 .....£4,000  
1989 F OPTARE CITY PACER, 16 seater with luggage space, high back seats, recent rebuild, tested Feb '96 .....£8,000  
1987 D FORD TRANSIT 2.5 DI, 14 seater minibus, LWB, finished in white, tested Feb '96 .....£3,295  
1985 B MAN SR 280 HIGHLINER, 53 seater coach in white with red/blue graphics, air con, etc., tested March '97 .....£28,000  
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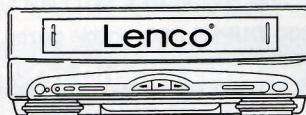
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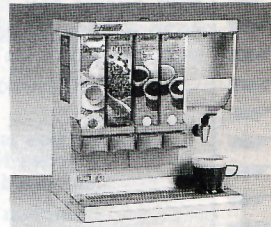
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Bookings requiring Proofs .....  
.....MONDAY 1200

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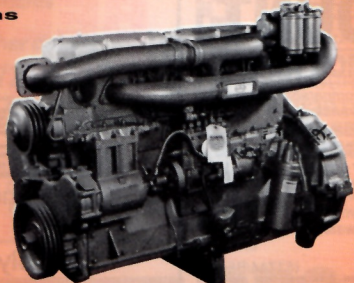
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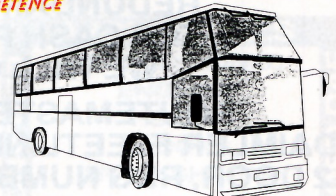
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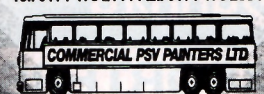
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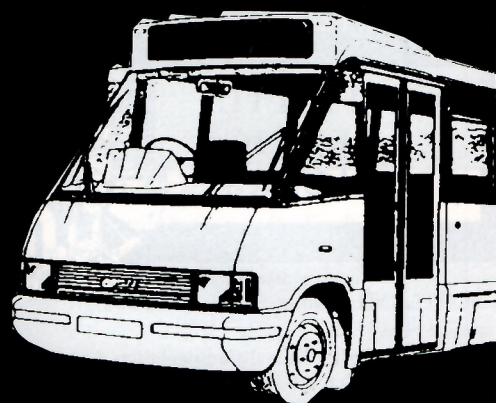
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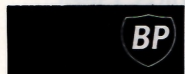
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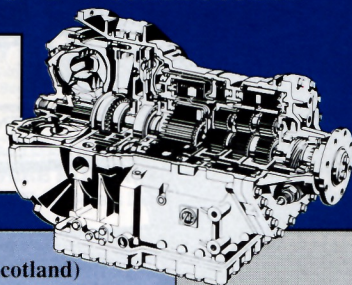
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# Appointments & Tenders

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## NORFOLK COUNTY COUNCIL Department of Planning and Transportation Tender Results

In accordance with Section 90 of the Transport Act 1985 and associated regulations, the results of Tenders for Local Bus Service contracts tendered during 1995.

Copies of the document may be viewed at County Hall, Norwich (Department of Planning and Transportation reception, Third Floor) or at any Public Library in Norfolk during the month of March 1996.

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Closing date for applications: 9th March '96



## ▼ Bus

## Youngest winner of PTE award

**LEE Whitehead** of Yorkshire Traction subsidiary Andrews of Sheffield is the youngest-ever winner of the South Yorkshire Passenger Transport Executive's Bus Driver of the Month Award.

At just 18, he is one of the youngest drivers in South Yorkshire, having passed his test in August 1995.

Mr Whitehead's usual route is the 94 between Firth Park and Low Edges but his commendation comes from his ability to understand the needs of teenagers on school runs. He is the first Bus Driver of the Month winner to be nominated by an entire school.

## ▼ Coach

## Clarkes launches its own staff awards

### Homegrown idea from the employees

by Mike Morgan

**Nicholass**, who has four years service.

Clarkes director **Paula Marks** said: "This is a homegrown idea from the staff themselves as they are eager to achieve recognition and self-development while undertaking their jobs."

The company has

backed this initiative by embarking on the NVQ trail, having recently been certified as an NVQ approved centre.

Driver of the Month criteria is based on best practice, with all staff invited to nominate. They are judged on: vehicle condition; drivers' dress and appearance;

**John Nicholass: nominated by staff**

feedback from passengers and clients; road discipline (nil accidents); and, peer group opinion.

Clarkes has also made long-service presentations to **Robert 'Ossie' Oseman** — 28 years and **Ray Muggeridge** — 25 years.



## ▼ Obituary

## Currian Coaches partner Rita Stoneman dies

**RITA Stoneman** of St Austell-based Currian Coaches has died in Truro Hospital after a short illness.

Mrs Stoneman, 62, was a

working partner in the business with husband Trevor and their two sons, John and Kevin.

She was one of the first

women coach drivers in Cornwall and had driven Currian coaches for well over 30 years until bad health recently stopped her. **CBW**



## SUBSCRIPTION ORDER FORM

*Coach and Bus Week* is the news weekly for coach and bus operators. *Transit* provides vital analysis of, and information on, the UK public transport scene every fortnight. Together they make an unbeatable and invaluable package. All annual subscription rates include delivery by first class post. It is important to fill out all parts of this form. NB: *Transit* is not available on subscription without *Coach and Bus Week*.

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IT IS IMPORTANT TO ANSWER THE FOLLOWING QUESTIONS. THANK YOU FOR YOUR HELP.

### YOUR COMPANY DETAILS

1. What is your primary job title?

(Tick one only)

|                             |    |
|-----------------------------|----|
| Owner/Director              | 01 |
| Senior/General Manager      | 02 |
| Engineering/Service Manager | 03 |
| Other. (please specify)     | 04 |

2. What is your company's main business function?

|                      |    |
|----------------------|----|
| Bus Operator         | 01 |
| Coach Operator       | 05 |
| Coach & Bus Operator | 02 |

|                        |    |
|------------------------|----|
| Local Government       | 03 |
| Other (please specify) | 04 |

3. How many vehicles does your company own/operate?

(Tick all that apply)

|          | Buses | Coaches |
|----------|-------|---------|
| 1-5      | 01    | 10      |
| 6-10     | 02    | 11      |
| 11-15    | 03    | 12      |
| 16-25    | 04    | 13      |
| 26-39    | 05    | 14      |
| 40-100   | 06    | 15      |
| 101-400  | 07    | 16      |
| 401-1000 | 08    | 17      |
| 1000 +   | 09    | 18      |

4. Do you have responsibility for the recommendation/purchase and/or specification of the following?

(Tick all that apply)

|                          | Pur | Spec | Rec |
|--------------------------|-----|------|-----|
| Vehicles                 | 01  | 12   | 23  |
| Parts/Spares             | 02  | 13   | 24  |
| Oil/Fuel                 | 03  | 14   | 25  |
| Breakdown                | 04  | 15   | 26  |
| Insurance/Finance        | 05  | 16   | 27  |
| Fuel Cards               | 06  | 17   | 28  |
| Training                 | 07  | 18   | 29  |
| Venue/Attraction Tickets | 08  | 19   | 30  |
| Ferry Crossing           | 09  | 20   | 31  |
| Hotel Bookings           | 10  | 21   | 32  |
| Theatre Tickets          | 11  | 22   | 33  |
| Other. (please specify)  |     |      | 34  |

5. What type of work does your company undertake?

(Tick all that apply)

|                              |    |
|------------------------------|----|
| Private Hire                 | 01 |
| Day Excursions               | 02 |
| British Tours                | 03 |
| European Tours               | 04 |
| Local Government Contracts   | 05 |
| Emergency/Breakdown Services | 06 |

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